

## JUNE 1984 10p

Turn to back page





## HELPING HANDS

# Kart team prepares for the big push

THREE-YEAR-OLD Julie Maguire took a place of honour behind the wheel when members of HMS Dolphin's Grand Prix go-kart team lined up for a photograph to record their success.

For the team from the Electronic Maintenance Room in Dolphin plan to take their triumph a step (or more) further by pushing their custom-built Formula One kart all the way to Birmingham next month to help liver patients like Julie.

Every ship and establishment in the Royal Navy and many outside organisations have been asked to sponsor the 150-mile push on July 4, 5, 6 and 7. Proceeds will go towards Addenbrooke's Hospital Children's Liver Transplant

Fund, which has been set up to provide desperately-needed equipment for operations.

The famous case of Ben Hardwick has proved that liver transplants in children so young can be successful and Julie, whose father Pete works for the RN Armament Department in Gosport, has been accepted by the Cambridge hospital for a transplant at some time in the future.

Pictured with Julie are CCWEA Anthony Lee (seated) and other members of the team — from the left, WEM(R) Frank Diciccia, LWEM(R) Glenn Barrack, WEM(R) Alan Drew, CWEA Gerry Hanabridge, CWEA Eric Taylor, CWEA David Barnden and CWEA Paul Dodd.

Picture: When Photo Linda James, HMS Dolphin Photographic Section.

LEADING air engineering mechanics on the Artificers Course at HMS Daedalus took on the devil of a job when they decided to raise money for a good cause.

Their 100-mile relay ride from Daedalus to Bath city centre was endured on a pusser's "red devil" bicycle — and although it played "hell" with their knees (and seats) they covered the distance in six hours.

The riders, whose target from sponsorships was £350 for a child assessment unit at Queen Alexandra Hospital, Cosham, Portsmouth, were LAEMs Colin Pryde, Andy Leaver, Ian Barrowcough, Jess Dugard, Nick Elliotts, Ollie Holloway, Kevin McHale, Martin Gibson, Chris Stanham and Bob Lee, with LAEM Steve Lawrie as team trainer and back-up crew.

Members of the ship's company of HMS Berrwick had no problem disposing of foreign coins and notes on return to Portsmouth after deployment. A collecting tin provided by CPO Jim Donnelly was filled to overflowing and presented to the Kent-based Hospice at Home organisation. The hospice specialises in converting travellers' unwanted foreign money into hard cash.

Thirty officers from St Vincent

# On your bike and ride like the Devil!

Division, Britannia Royal Naval College, Dartmouth, spent a day helping out at Rowcroft Hospice for the terminally ill at Torquay, their adopted charity. After working in the garden and assisting in the wards they presented a £200 cheque, raised by the Division, and a Britannia crest.

When members of the ship's company of HMS Brocklesby were challenged to compete in a pool and darts contest by the regulars of their local pub, it was in aid of a good cause. Apart from a great night's entertainment their efforts raised over £70 for the Licensed Victuallers National Homes.

A "Wear What You Will" day organised by Wrens of HMS Ogry, with personnel paying £1 for the privilege of discarding their uniforms and dressing as they pleased, raised £100 for naval and local charities.

On the homeward journey to Portsmouth after five months on Gulf patrol, HMS Glamorgan's practice missile-firing inspired a raffish to decide who would fire the last Seagull. It was won by Lieut. T.



Talk of the devil... here's the team of leading air engineering mechanics on course at HMS Daedalus with the pusser's "red devil" on which they pedalled to Bath.

Picture: HMS Daedalus Photographic Section

## SUN RUN FUN

FORTY runners and support personnel from 899 Naval Air Squadron covered the 135 miles from Yeovilton to Fleet Street in 16 hours 40 minutes in a major effort to raise funds for a national appeal.

Averaging more than eight miles an hour the runners rested over-

night at the Army Air Corps headquarters at Middle Wallop before completing the final, 75-mile stage of the run, arriving at the offices of the Sun newspaper to a great welcome. Sponsorships and collections en route were expected to add up to £500 for the Sun's "Tiddlers for Toddlers" appeal.

## Provost HQ

A NEW RN Provost headquarters has been opened in Churchill Square, Hekelburgh, for members of the Regulating staff attached to HMS Neptune, Faslane. Previously the headquarters was in Sinclair Street, near the Hekelburgh town centre.

Now the RN Provost is based in what were four married quarters, extensively altered to provide additional facilities and with accommodation for up to 14 Regulators.

## Starling delay

THE commissioning of HMS Starling, which is being built at Hall Russell Ltd, in Aberdeen, has been delayed and is now expected to take place on August 7.



Picture: CV Michelson

# BIRMINGHAM KEEPS DASHING COMPANY

AFTER SEEING rather a lot of the South Atlantic during the past two summers, HMS Birmingham was rewarded with a three-month tour of duty as West Indies guardship.

She took up her duties at Bermuda in January before sailing for the warmer climes of Florida and the Caribbean. Visits were made to Key West and Fort Lauderdale, where most of the ship's company were able to sample the delights of Disneyworld and Miami.

Next destination was Belize, followed by a month around the

verdant volcanic peaks of the Windward Islands.

Two Sea Dart missiles were successfully fired off Puerto Rico, where the Birmingham exercised with Dutch and American ships, including the dashing USS Aries, a hydrofoil.

Sporting activities during the deployment included a ship's 100 x 1 mile relay, sponsored cycle rides to raise money for Chelmsley Wood Hospital School, and some fairly hard-fought cricket matches.

● LEFT: HMS Birmingham pictured at speed in close company with the US Navy hydrofoil Aries.

## D-DAY BEACH GIRL

D-DAY anniversary pin-up Carley Leacy graces the utility lines of an immaculately preserved Second World War Jeep, one of more than 50 vintage vehicles which took part in a mock invasion on Weymouth Beach on June 3.

# Euryalus feted in Germany

HMS EURYALUS made the most of a three-week rest at Wilhelmshaven. The frigate, a member of NATO's Standing Naval Force Atlantic, was assisted in the maintenance work by a team from Rosyth FMG led by FCMEA(P) Fox.

A great deal of hospitality was offered to the ship's company by sailors from FGS Hamburg and by the people of Wilhelmshaven.

Two leave parties returned by coach to the UK in the first and third weeks, while the second week was taken up with preparations for and the ceremony of change of command.

For the first time, a German took charge of STANAVFORLANT. He is Kapitän zur See Klaus Schwabe FGN.

Guests included the Commander-in-Chief Fleet, Admiral Sir William Staveley, and the multi-national guard was knocked into some semblance of order by CPO(OP)SM Ernie Wise of the Euryalus.

### Magnificent

Officers visited East Berlin twice, donning mess dress on one occasion to dine magnificently in the Metropole Hotel.

During the final week at Wilhelmshaven, the Euryalus was presented with the Fleet Sonar Efficiency Prize for 1983. Representatives of Plessey Marine Ltd. attended the ceremony.

and maintenance period at Wilhelmshaven. The frigate, a member of NATO's Standing Naval Force Atlantic, was assisted in the maintenance work by a team from Rosyth FMG led by FCMEA(P) Fox.

Lieut.-Cdr. Mike Beckett led a party into Berlin for a liaison visit to the 3rd Battalion, the Royal Regiment of Fusiliers. With him were Lieuts. Nick Fletcher and Pete Cusby, CPO(M) Mackintosh, PO(M) Ford, POWEM Nutter, MEM(M) Leng and SA Thompson.

The group of nine ships sailed on April 16 after the Euryalus had performed well on the sports field. The soccer team beat FNOHS Tromsøen 9-0 and FGS Schleswig Holstein 10-4, and played twice against a local club, drawing 1-1 and winning 3-1. The hockey team lost their only match 4-0, as did the rugby side, 20-4.

But the ship's runners did well, taking eight out of the first ten places in the SNFL mini-marathon, and filling 12 out of the first 18 places in a fun run staged by HMCS Annapolis.

Next visit by the squadron was to Cadiz, where the ships' companies took advantage of hot weather and nearby beaches. Bus trips were organised to a local bodega (wine shop) and the provincial capital of Seville.

The Euryalus drew 4-4 at soccer with FGS Hamburg and beat HMNS Kortenaar 3-0, and AB Mason and LMEA Fox were in the STANAVFORLANT team which drew 4-4 with the Spanish Naval PT School.

From May 14 to 18 the squadron was visiting Rotterdam.



## Galatea celebrates her 21st

HMS GALATEA celebrated her 21st birthday last month somewhere between Taranto and Venice.

As a member of NATO's Naval On-Call Force Mediterranean, the frigate was on a deployment which was due to take her to Gibraltar, La Spezia in Italy, Toulon, Palma in Majorca, and Venice.

The Galatea, an Ikara Leander frigate, was launched at Wallsend-on-Tyne on May 23, 1963. Since visiting her affiliated town of Hull in January she has completed a period in dock and sea trials before joining NATO's activated Mediterranean squadron.

## Sheffield plaque unveiled

ON May 4, the second anniversary of the sinking of HMS Sheffield in the Falklands, a commemorative plaque was unveiled in St George's Chapel of Sheffield Cathedral.

The service was attended by survivors of the Sheffield, relatives of those who died, the Lord Mayor, civic dignitaries, and members of the Sheffield Association and the Royal Naval Association.

The plaque was unveiled by Capt. Sam Salt, commanding officer of the Sheffield at the time of the sinking, who was accompanied by the ship's first lieutenant, Cdr. Mike Norman.

## Sharks squadron snaps up trophy

THE BOYD TROPHY, one of the Fleet Air Arm's premier awards, has been presented to 705 Naval Air Squadron for its exceptional contribution to naval aviation.

Last year two crews from the squadron won all the trophies for which they were eligible at the British helicopter championships, including the Helicopter Pilot of the Year and Crewman of the year.

The squadron, which flies Gazelles, also forms the Sharks, the only helicopter display team of its kind in the country.

Other major naval awards for 1983 announced recently have been:

- The Kelvin Hughes Vestac Trophy, awarded to HMS Newcastle for helicopter-borne torpedo attacks on submarines.
- The Fleet Sonar Efficiency Award, presented by Plessey to HMS Euryalus.
- The Rolls Royce Fleet Air Arm Engineering Efficiency Trophy to the Sea and Naval Aircraft Support Unit (NASU) at RN air station Culdroe.
- The Bambura Flight Safety Shield to the RN Flying Grading Flight, which conducts flying grading for BRNC Dartmouth, operating Chipmunk aircraft from Roborough Airport, Plymouth.

### Portland party

THE Murihiku concert party from HMNZS Southland (formerly HMS Dido) provided a colourful spectacle as they performed a series of songs and dances at Portland, where the ship was working up. Besides Maori items the repertoire included a (fairly) familiar nursery rhyme: "Sing a Song of Five Cents", and "My Way."

## Illustrious changes main engine at sea

WHILE involved in Exercise Open Gate in the Mediterranean, HMS Illustrious passed another milestone with her first main engine change at sea.

One of her four Rolls-Royce Olympus gas turbines developed a defect which could not be repaired on board. To allow continued participation in the exercise with full power available, it was decided to exchange the three-ton unit with the "spare" carried on board.

Under overall control of the senior engineer (Lieut.-Cdr. Mike Browning) and led by FCPO Peter Woodyard, the exchange was achieved by two teams of a dozen men in under four days. It was carried out in heavy sea and swell conditions, and without interfering with the busy flying programme.

### FIRST

Exercises Open Gate and Distant Hammer involved working with a variety of NATO units and included a first-ever RAS with "STUFT" BP tanker British Tamar — which went very smoothly — and an encounter with the French Navy's first hunter-killer nuclear submarine, the Rubis, which proved elusive.

It was, however, not all work, as the ship's company took advantage of a sunny weekend between exercises to compete in a Saturday sports extravaganza of flight deck soccer, tug-of-war, deck hockey, cricket and volleyball.



RAS-time in the Med: A top-up for the carrier HMS Illustrious from the tanker British Tamar.



# Ariadne stands by for blast-off

SHIP'S COMPANY of HMS Ariadne were treated to a "ringside" view of the latest Shuttle launch when the frigate visited Cape Canaveral, Florida, from April 3 to 6.

The ship is currently on West Indies gunnery duties. During the deployment she has called at Nassau, the Bahamas, Key West, Belize, the Cayman Islands, Caracas, Barbados, Bequia, Montserrat, St Kitts, and Puerto Rico, and was visiting Anguilla, Dominica and Bermuda this month before returning to Devonport.

The Ariadne shared the time-light with football team Kevin Keegan at the opening of Southampton's new leisure centre in March. The ship has been adopted by Southampton and a party of 11 visited the town for the opening and to attend an "Ariadne" swimming gala between local clubs.

Southampton Sea Cadet Unit laid on a reception for the Ariadne party which was hosted by the swimming clubs.

## Recruits wanted for RAF Regiment

THE Royal Air Force Regiment, needs to recruit many more men over the next few years. RN and RM members whose current engagements are coming to an end and may like to consider applying to join.

The RAF Regiment specialises in every aspect of warfare as it affects the RAF on or near the ground. Every gunner is trained in basic infantry skills and specialises in them when employed in a field squadron. The gunner may also be employed in one of the regiment's low-level Air Defence squadrons, which are armed with the Rapier advanced missile system. Further details can be obtained from RAF Careers offices.

Personnel, of any specialisation, may also apply to transfer between Services. In these instances application should be made through normal Service channels.

## Bang goes old mine

PLYMOUTH Clearance Diving Team, working from the tender "Arrow", detonated a 1,000lb, German Second World War mine trawled up off Falmouth. AR(D) Richard Whitmarsh placed two 4lb, explosive packets around the mine, which was detonated in 40ft. of water.

## High there . . .

A RATING was recently found to be unemployable in a crane driver's billet because he suffers from vertigo — apparently established on reaching about the tenth rung of the ladder.

Whether or not we need a drafting category with altitude restrictions, or crane drivers qualified as aircrew, if you believe that you may have a problem which limits your operating level to the height of a four-foot bar or may otherwise affect your draftability, please see your doctor and tell Drafty — through the usual channels — before someone else's life is disrupted.

## DRAFTY

# What ever we hit IS the target!

LAST September's Drafty's Corner included a plea to use Supplement 1 to BR 14 when expressing your drafting preference so that you have a clear idea whether you are aiming at a large or small target — or at no target at all.

What, of course, the Supplement can't tell you is how many other people are after the same draft.

A recent survey of LFS billets available against the number of would-be occupants shows that, on the one hand, we have more than 11,000 volunteers for just over 200 billets in Hong Kong; over 6,000 for less than 450 in Gibraltar; and, on the other hand, fewer than half the volunteers needed for 37 billets in Portugal.

This is pretty broad-brush and takes no account of the availability of each individual at any one time, or of the wide variations between categories, both male and female.

What it does show, quite clearly, is that the most popular places are considerably over-subscribed and that the chances of getting there are correspondingly reduced, so why not consider one of the others?

## Improve your LFS chances

The survey also revealed 3,000 volunteers for LFS billets which no longer exist — nearly 2,500 of them for Junior Rates in the USA, where there aren't any! Drafty can only record what you tell him, so send in a new DPC or cancel the old C240 with another C240 if you last bid is not your present intention.

At best it is a wasted preference and at worst you could finish up with an unwanted draft — don't wait until it happens and then expect Drafty to unstitch it.

## But you promised . . .



WHEN investigating complaints, Drafty often meets phrases like: "But when my Div DPC applied to the desk 18 months ago, the Leading Writer (or was it the Lieutenant?) definitely promised that I would get Bermuda as my next draft."

The leading desks are repeatedly advised against making firm promises over



"Even small bumps at ground level make him giddy!"

BASE	LFS	STATE
BILLETS	H.K.	GIB PO
BIDS	200	450
	11000	6000



"You'll need a 'five lost-two fish AQUAL' for this multitude!"

## WRITERS' FIRST STOP IS THE PAY OFFICE

TO HELP along Writers Part IV training as much as possible, Drafty has adopted the following drafting policy. On leaving RNSS the first draft will be to a pay office.

This will last six months only, which should allow suffi-

cient time to complete the Pay Office section of the Task Book.

For the remainder of Part IV shore service he will be expected to gain some SC Office experience. The number of actual SC Office designated billets is so small as to make it impossible to detail direct to them, but it is anticipated that the balance of this first draft will be for between six and 12 months.

Throughout this time, learning to type well must also be pursued. This ability when he is expected to gain his first ship is an invaluable asset for which the ship will be extremely grateful, and it will also save him slavs, away doing a lot of typing.

## LCKQC backlog should start clearing

WAITING time for LCKQC has been a major cause of concern for a long time. There have not been enough places for those who have passed the PE.

It is drafting practice to send ratings on course in the order of passing PE, which is considered the best way to be fair to everyone. However, this cannot always be achieved as a man's current draft, his fitness for course, and other reasons often prevent him being drafted in his proper turn.

### STILL WAITING

A backlog does inevitably build up and there are some who passed the PE in 1980 who are still awaiting course.

The good news is that with a reduction of new entry classes this year, the RNSS are able to arrange extra QCs and draft orders, and these are now being issued. Priority will be given to those who have waited longest, and if at sea, men will be relieved to do a course where possible.

the phone and, unfortunately, Drafty cannot reverse or cancel a draft on the strength of an unrecorded telephone conversation.

For information, NDD received 1,372 telephone calls on Wednesday last March, and Wednesdays, is the quiet day! So the only way to be sure is to commit your request for draft or course on Form C240. That

way you get a copy of the answer and we all know what was agreed.

In case you think we spend our day counting phone calls, the statistic attained above was part of an exercise in trying to improve our telephone system. The new system includes an answer phone that promises everyone "in the sun" but has a self-destruct button for the tape . . .

### WHY'S EVERYBODY WEARING..

Because they're designed and printed with the creative expertise only Jim Swift - "National Cartoons" and Navyman can guarantee!

SHIPS SHORE ESTABLISHMENTS  
ARMY & AIRFORCE BASES  
CLUBS-PUBS-COLLEGES

Send cheque or P.O. Payable to:  
**SWIFTSHIRTS**  
57 Chichester Rd.  
North End Portsmouth PO2 0AB  
Tel. 091514

● Minimum order 25 garments  
● Up to five colours printed  
● Only top quality garments used  
● Direct screen printing - NOT Transfer!  
● No charge for printing  
● 15% discount on sizes as required  
● Super Fast Service - 48 hours!

### C. AITKEN INVESTMENT MANAGEMENT CO. LTD.

Advice on Investment Requirements (minimum £5,000) Whether you desire Tax-Free Income or Capital Growth

For further details, contact the above at:  
92, High Street  
Lee-on-Solent  
Hants PO13 9DA  
Telephone  
(0705) 552755

## Naval Parties all at sea in South Atlantic

THOSE of you lucky enough to be honoured with a draft to a shore-based Naval Party in the South Atlantic might have noticed on the Draft Order that it is recorded as an LFS (Unaccompanied) draft.

You will be pleased to know that this is only done because we cannot count it as seafaring for advancement and professional qualification purposes. In all other respects you are classed as being on Sea Service including entitlement to Seagoers leave and, for subsequent through draft, aggregation for total period of current sea service. And it doesn't count as an LFS!



# SHIPS of the ROYAL NAVY

No. 343

## You can depend on this flying squad



BUILT by the Polish shipyard workers of Gdansk, RFA Reliant demonstrated her solidarity with the Royal Navy within a very short time of her entering service with the Grey Funnel Line.

Conversion of the vessel to a helicopter-laden forward support ship was completed ahead of schedule by Cammell Laird in November last year. Two months later she was proving her worth off the coast of Lebanon where her presence was invaluable during the evacuation of British forces and civilians.

The unusual story of the Reliant began in the Gdansk shipyards where she was constructed for the Harrison Line. Bearing the name *my Astronomer*, she was delivered in 1977 and for five years operated a transatlantic container service.

### Falklands

Her life underwent a dramatic change in May, 1982 when she was requisitioned for use in the Falklands war as a helicopter support ship, returning to Britain after six months' service. But no longer would she ply the Atlantic trade routes; her value had been recognised and she was destined to serve the Royal Navy on a more permanent basis.

She was renamed Reliant and equipped for her specialised role to augment the Royal Fleet

Auxiliary's operational capabilities by operating up to five Sea King helicopters. She will provide solid-stores support for warships in the South Atlantic and will supplement Navy and RAF operations.

Key to her swift conversion is the Modular Arabah system designed by the Americans to transform merchant ships into aircraft carriers.

By the end of the year the Reliant had completed her basic operational sea training with a view to a long deployment in the South Atlantic. But her planned programme was overtaken by events in another dangerous corner of the world — the Lebanon.

With four Sea King helicopters of 146 Naval Air Squadron embarked, the Reliant left Portland on January 2, arriving off Lebanon ten days later. There she played a major part in the evacuation, operating as many as three helicopters on deck at one time. In ten hours on February 11, five hundred people were airlifted to Cyprus via the ship.

Now the Reliant is undergoing a docking and essential defects period which is expected to last until July. Then she is due to revert to the programme mapped out for her last year.



### FACTS and FIGURES

Displacement: 20,000 tonnes. Length: 204 metres. Beam: 30.8 metres. Draught: 9 metres. Aircraft: Up to five Sea King helicopters. Armament: Four 20mm anti-aircraft guns, two forward and two aft. Propulsion: Sulzer 10RN90 diesel producing 26,100 bhp and driving a six-blade fixed propeller; bow thruster and active stabiliser. Speed: 20 knots. Complement: 211 including 60 RFA personnel and a small number of civilians from the Royal Naval Supply and Transport Service.



Picture: PO(Phot) P. J. Fickens

## THAT PIONEERING BREED

AS A PIONEERING vessel, RFA Reliant has much in common with her namesake of the Fifties and Sixties.

The earlier ship was the first air/vaulting stores support ship capable of speccing aircraft carrier at sea, and like the modern Reliant was taken up from trade.

As the *my Somersby* she was completed at Sunderland in 1954 and for two years traded

as a grain carrier between Britain and the Gulf of Mexico. She was converted at Chatham for RFA role, renamed Reliant and left for the Far East in 1958 to fulfil the concept that aircraft carriers should be able to spend more time at sea, independent of shore bases.

The Reliant had a helicopter landing platform built over the poop deckhouse, had an endurance of 50 days' steaming at 16 knots

and carried 40,000 different patterns of aircraft spares and naval stores. Besides which her clean lines made her one of the best-looking RFA's ever to serve the Fleet, earning her the nickname of "The Yacht."

With the rundown of the Royal Navy's carrier force and the entry into service of purpose-built replenishment vessels, the Reliant became superfluous to requirements and in 1972 entered reserve at Rosyth.

Pay-off for the predecessor of the present Reliant. Her fine lines earned her the nickname of "The Yacht."

• POSTCARDS in the Ships of the Royal Navy series are obtainable from Navy News, HMS Nelson, Portsmouth, PO1 3HH, price 20p each (minimum order £1) including postage and packing (£2 per dozen) on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication (12 issues) can be arranged on receipt of postal order or cheque for £4.50.

Home or away, have your

## Navy News

delivered monthly by post

HOME: For a U.K. subscription just send name, address, and cheque/P.O. for £3.70 for 12 months or £10 for three years.

AWAY: For subscribers overseas (including Europe, Canada, U.S.A. and Australia) the remittance for surface mail delivery is £4.70 for 12 months or £13 for three years. Payment by International Money Orders in £ sterling please.

If more convenient, complete the form below. Post your order and remittance to: The Business Manager, Navy News, H.M.S. Nelson, Portsmouth, PO1 3HH. Telephone Portsmouth 826040.

PLEASE PRINT IN BLOCK CAPITALS

Name \_\_\_\_\_  
Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Month you wish to start \_\_\_\_\_

## New Orders Only

Existing subscribers will be notified when their subscription is due for renewal

NN/94



# D-Day gunfire shattered French illusions

IN REFERENCE to the search for 1944 vintage contraceptives (April), yes I have to say it was a sight to be remembered as Landing Craft (LVTs) approached the Normandy beaches, live abreast, with rows of 303 rifles deployed port and starboard, protruding over the sides with those appropriate muzzle covers.

Were the covers preventing returning home? It was probably foolish thinking to imagine the sound of female oo's and ah's from behind these beaches. Alas the first rounds fired destroyed all illusions in mere days than one — Nobby Hall (ex-46 RM Commando), Southwick, Sussex.

## Among the □ youngest

HAVING been made of a search for the youngest person involved in the D-Day landings, I believe that I was certainly among the youngest.

I was a member of "C" Troop No. 3 Bombardment Unit, and was born 21.11.25, making me 18 years 6 months 16 days on D-Day.

Our party consisted of a captain and bombardier, Royal Artillery, and three Royal Navy wireless operators. Our job was to direct the ship's gunfire by radio. — Donald Geoffrey, Portree, Manninbeg, Essex.

## Not quite □ 100 proof

THE MARCH issue mentioned that Mr. Billy Mills of Birmingham, aged 101, still related the old "not" of 100 proof rum.

However the Royal Navy's issue of "beaters" was in fact 95.5 proof. The Admiralty did not issue 100 proof rum. — J. Glazier, Wallington, Surrey.

# AMUSEMENTS AND GAMES OVER BRANCH EDITORS

SOME of the traditions of branch structures in the Royal Navy have always amused me, and I read the letter about "Real" Chiefs and TIFs with interest.

This has always been the topic of explosive arguments in chiefs' messes. Possibly the introduction of the title CPO and calling all tradesmen "TIFs" was meant to kill two birds with one stone:

● it could be that to call TIFs CPOs was to explain to the "Real" chiefs why they were not getting fed in line

and obtained qualifications they were entitled to live in the CPOs' mess.

● To call all tradesmen "TIFs" was to reduce the rivalry between "TIFs" and "Mechs" as all there are good and bad "TIFs" in all branches.

The change from CPO to CPO (B13) is quite exciting — the way No. 8s and overalls are discarded and replaced by the blue suit; becoming automatically a senior chief (acting); the privilege of accommodation in the CPO messes; taking off duty lifts (CWEMR discarded), and becoming part of the

ship's management team. With all this it's worth becoming a "TIF? Money isn't everything!

In this high technology age it is a shame more is not done to update some of the antiquated anomalies that exist in the RN.

Although just a suggestion, this task could be done by the same people who keep reorganising the HMS/WE technical branches. Speaking from personal experience these branches need a rest! — R. Kirby (ex-14), ex-OE, ex-MEMAL, now (I think) CPOMEAL(L), HMS Challenger.

# Ball is rolling in this loser's court

WHILE fishing 50 miles north-east of Scarborough (I am crew on board the fishing boat Propector), we picked up a battered croquet set on which was painted by hand the words "HMS Zulu", and at the bottom, "Sunderland".

Inside the case were: one mallet's hat minus hat band, one pair black socks, one pair underpants, and one T-shirt with the slogan "Tennis players have fuzzy balls."

The hat is now a trophy in Scarborough RNA Club, of which I am a member. If the loser of the said articles calls at the club I would like to buy him a drink and find out the sad story of his loss. — Anthony East, Scarborough.

MY OLDER cousin, who is a fisherman, was fortunate enough to find a bottle with such contents as a US visa information form, a Hong Kong tourist information form, some Chinese money; Royal Navy recreational tour ticket; a tribute to submarines, written by Winston Churchill, with the name Robert Leimon attached; photographs of Bob Leitch and of HMS King George V; and a Submarine Old Comrades Association paper from Mercyside branch.

I am anxiously awaiting your reply to receive the reward offered. The finder's name is William Andrew Andy Durrant, Broughton District, Little London P.O., Westmoreland, Jamaica, WI.

Interesting, but we're afraid it doesn't amount to us. Anyone with any information should write direct to Mr. Durrant. — Editor.

## Dainty suit □ ruined!

READING about HMS Dauntless was stirring my memory — with great affection.

She picked up our survivors from the shipwreck, some a few hours after Italy entered the war.

I would be pleased to hear from the shipmate who gave me his immaculate No. 6 suit to wear (I was naked and covered in oil fuel when I reached the Dauntless). I am afraid I ruined the suit for him. — V. E. Ford (ex-PO Tel), Bristol.

## Praise for □ Corsair

UNDER "Books" in the April issue, reading the review of "Naval Days", I was surprised to read of the Corsair, one of the less suitable planes.

A few from carriers during my seven years as a pilot from 1942 and though I did not fly a Corsair, I did fly Seaflares, and there was no doubt in my mind that the Corsair was the better fighter. — J. A. H. Brinkwood, Whitley Bay, Tyne and Wear.

## Torquay □ and Suez

REGARDING the caption to the Bulwark-Hermes picture in the March issue, I am stating that the Bulwark was the Royal Navy's only remaining survivor of the Good rest was a good suggestion that unless something drastic has happened to HMS Bulwark, the ship might still carry the distinction.

I've got a GS Medal (red and white) which was awarded to me and I am sure about 200 ex-Torquays will probably have been awarded to them. — J. A. H. Brinkwood, Cdr. (Retd.), Corstorphine, Edinburgh.

# LETTERS to the Editor

Write to Navy News, Barham Block, HMS Nelson, Portsmouth PO1 3HH.

# A case of night starvation

## SURVEY ROLE FOR WRENS?

HAVING just read with interest about members of the Women's Royal Naval Service at Royal Arthur, it brought to my mind that old chestnut about Wrens at sea.

Why not kill the lie about Wrens being not truly equal to sailors because "they don't know what it like at sea," and train them to take on the seagoing role of (say) the Hydrographic inshore ships? And I mean every job in the ship.

Then the skills of our Wrens would not be wasted and they would be fully integrated, and equal, at sea. — A. G. Fowier, (CPO), HMS Rooka.

I HEARD on the radio that the first member of the Women's Royal Naval Service to serve in a ship was on board HMS Hermes at Devonport.

In 1942 I was serving in HMS Medway, the submarine depot ship, at Alexandria. On board were two Wrens operating coding machines, and when the ship was ordered to Haifa they requested to remain on board to continue their duties.

The Medway was sunk by enemy action. The Wrens not only showed courage and discipline, but one of them was awarded a Mention in Despatches for saving lives and assisting with medical attention to survivors aboard the destroyer which rescued them. — James H. Williams (aged 79), Chatham, Kent.

On the same subject, a letter to The Times gave a reminder that First Officer Percy Barclay, served on board the mainly French-crewed HMS Fidelity which was lost at sea with all hands when the ship was torpedoed in mid-Atlantic on December 19, 1942. "The Fidelity was probably the only RN ship in which a female held an executive officer's post," said the correspondent.

packet of Naafi biscuits and drank your three gallons of tea.

It does seem strange that the Service will give a person three good meals within a working day, but will not do so for people who have to work for 13 hours all night.

Perhaps if the Navy cut down on feeding the hundreds of visiting people and school children there might be enough left in the kitty to feed the serving people. — (L&K77).

An official reply points out that the cost of feeding visitors to naval messes is recovered, in the same way as casual meal charges, either from AGO funds, the individuals or the hosts, depending on the type of visit.

There has to be some control of expenditure in the form of allowances for all daily feeding and supplements, it is pointed out. Eligibility for some of these must also depend on whether the individual is accommodated or not. But within these rules, it should be possible to maintain an adequate and fair standard.

The advice is: "If you feel this is not happening, then your best course of action is to represent it within your ship or establishment." — Editor.

# Why PoWs were exchanged

PERHAPS I can throw some light on the "prisoners exchanged" mystery referred to in the letter from Len Careless (April issue).

It was one of the prisoners in the British-Italian exchange in March 1943, having been captured at Tobruk in September the previous year.

The total number of British prisoners exchanged was 862, including men from HMS Sikh (more than 200), air crew from HMS Ark Royal, and crews from the submarines Oswald, Tempest, Chachalot and P32.

The Italian prisoners had been interned in Saudi Arabia, where they were a considerable embarrassment due to shortage of food, and eventually it was agreed that they should be

exchanged in a Turkish port for British prisoners. — L. P. Wilson (ex-Sikh), Bedford.

Other letters on this subject included those from men in the exchange: ex-Burning Tossler Reg. Miller, Warrington; W. Wright (ex-Sikh), Southampton, who would like to see a Sikh put-together; Stanley Muir, Heckmondwike, who has already been in touch with mates from the Sikh and J. H. Stenbridge (ex-Sikh), Torquay. — Editor.

## Making an □ Impression

IN ANSWER to Percy Cullick's letter "Pressing Inquiry" (March), I was serving in the

battleship Hercules in 1912-14, and this method of pressing clothes was used in the broadside messes of those days.

By using a flat piece of wood about four inches wide and a foot long with a handle like a cricket bat, and wrapping the iron to be pressed round a rolling pin, it was then rolled out on the mess stool.

Good results were usually by this method. It was obtained to smarten up the blue uniforms collected prior to Sunday divisions and other special occasions. — L. A. West (ex-CPO GI), Lymington, Hants.

Several other readers have confirmed the use of this pressing method in RN ships and training establishments. — Editor.

## LEAD CRYSTAL Captain's Decanter Set Plus FREE Whisky Decanter



Special Offer Separate prices inclusive P&P Insurance SAVE POUNDS  
Captain's Decanter £19.95 11.15 This Set includes  
Whisky Decanter £19.95 1 Cupan's Decanter £19.95 1 Glass plus  
(ex above) £19.95 1 Glass plus  
• 6.49 P&P 1 Whisky Glasses £19.95 1 Glass plus  
(ex 59 P&P) • Whisky Glasses £19.95 FREE Whisky Decanter  
We have to order Sherry, Whisky, Gin, Brandy 25 each separate  
Just tick your requirements and send cheque with order, or give card number. Or send stamp  
for free brochure including specially engraving. Visitors welcome at our shop

**HAMPTON CRYSTAL COMPANY**  
The Crystal Shop (Dept. 10), 15 Station Road, Hemel Hempstead, Herts. HP1 2BU  
Telephone 0494 979 0900/0036

Access American Express/Bัตรเครดิต  
Name (Block Capitals) \_\_\_\_\_ Signature \_\_\_\_\_  
Address \_\_\_\_\_

**JACK**

BY TESS



**DON'T MISS THE JACK CARTOON BOOK — SEE BACK PAGE**

# Senior officers for a change

AS I AM in my final year of service, I decided to investigate the facts concerning my pension as a charge CPO.

MOD Naval Pay and Pensions "Short guide to ratings' pensions" states that "11 per cent is deducted from the comparator remuneration to take into account the superior superannuation benefits that ratings will enjoy." This means that when ratings' pay is calculated against comparable civilian rates of pay for the job, 11 per cent is deducted from the remainder divided by 365 to give a daily rate of pay. Effectively 11 per cent is taken away from pay to pay for the pension.

This question has been raised in the past is that a charge CPO is still only a CPO and not a warrant officer second class. The terms of reference of a charge CPO, the responsibility and authority invested in him belie this statement.

The fact that a directive has been made to divisional officers to encourage CPOMEAs of several years experience to take the relevant charge qualification also belies this statement.

This anomaly does not only apply to the charge CPO but all the way through the officer structure. The Fleet CPO and the tech. warrant officer first class both receive the same pension and pay the same contribution yet both pay more for their pension and receive the

same pension as their non. tech. equivalents.

Surely an increase in pension for the charge CPO would not create any serious administrative difficulties. After all, the Royal Marines, the Army and the RAF all manage to pay their warrant officers second class an improved pension.

I believe the anomaly is known about, but the question is being ignored at the expense of officer senior rates, particularly the charge CPO. — B. M. D. Elliott, Charge CPO, HMS Neptune.

## Representative

It was explained to us that Armed Forces pensions are based, not on an individual's personal pay, but on a representative rate of pay common to all Servicemen of the same rank, ensuring that all with the same length of service receive the same pension.

The 11 per cent deduction is not regarded as a contribution from individual Service pay towards pension benefits but an adjustment to comparator earnings as part of the process of formulating rates of pay.

It is, we are told, an across-the-board deduction which is the measure of the greater value of the Armed Forces Pension Scheme, taken as a whole, compared with the value of the average civilian comparator scheme.

One suggestion sometimes voiced is that the charge chief should be created a warrant officer 2 but this, we are told,

would have other ramifications.

A charge chief, although receiving more pay than a chief, remains a substantive chief. Our correspondent who feels strongly that anomalies exist will not be overjoyed to hear that there is no knowledge of any present plan to change the system of tying pension to substantive rate. — Editor.

## OH, THAT NONSUCH!

I READ with interest in *Newswave* (March) that "Some have lived tales to tell of what happened during the long reign of HMS Nonsuch — with emphasis on the long."

There was a German destroyer renamed Nonsuch (D 107) in which I served as a stoker from 1947-49. It is the same ship — if so, I would be pleased to hear what happened to her.

The refit did take some time, what with experimental training to German to English.

When the day came to put to sea for trials she looked spick and span, and photographs taken from the air showed how much work was put in by the crew and dockyard. There was Nonsuch like the Nonsuch! — R. C. Wells, Ex SM, Aylesbury, Bucks.

Interesting to note that the Nonsuch refit did take "some time" but we have to admit that ours was a mythical Nonsuch and we, we hope, most readers appreciated. Next time we'll have to make it "HMS So-and-So" (and trust there wasn't a real ship of that name).

To clarify the matter, the reference books show Mr. Wells' Nonsuch was the German destroyer Z38, captured and named HMS Nonsuch in 1945. Eventually she was broken up in 1964.

There have also been a number of other Nonsuchs in the Royal Navy — Editor.

## This fooled no one

AFTER 34 years' service in the Royal Navy, even an elderly pumper notices that jockey transfers are now carried out in an alarmingly new way (the picture (April) of HMS ships London and Torquay is to be believed).

I know that Fleet tactics must not be made public, but I would be very surprised if those pictured were not trying to pass a "cut" on Jack (Lieut.-col.), Officer of the Flag Officer Scotland and Northern Ireland.

And everyone else would be surprised too. Though it was the April edition, there was no intention to play a one fool story for the error. — Editor.

## Harwich here we come!

AS another wartime Harwichite I would like to second the excellent suggestion by David Wells (March issue) for a reunion to be organised perhaps by the local Royal Naval Association branch.

Wasn't there a young two-stroke called Philip Mountbatten in one of the old V and W's? Certainly the now Rear-Admiral P. F. Powlett was in command of HMS Shearwater, in which I was a very ordinary telegraphist in 1940-41.

A reunion could be quite an occasion. — Maurice K. Tither, Chesham, Bucks.

I ALSO have grand memories of Harwich and would like to return there one day if a reunion could be arranged. — Tom Vann, Leicester.

## First World War cutlasses

I WAS interested to read (March edition) about the use of cutlasses in the Royal Navy. I was an ordinary seaman in HMS Royal Sovereign when German ships were scuttled at Scapa Flow after the First World War. When the Germans were picked up, the seamen guarding them were cutlasses.

It may be that this was the last occasion on which cutlasses were issued by the Navy on service. — R. N. F. Lees, Deal, Kent.

## Your prayers so sought

AS AN ex-shipwright in HMS Flagard's S48 entry, may I ask to be remembered in prayer by all those who have known myself and my family?

I am to be ordained deacon in the Church of England by the Bishop of Bath and Wells at Wells Cathedral on Sunday July 1 and then to serve the people of the parish of St John the Baptist, Wellington, Somerset.

Geoff Walsh, Wellington, Somerset.

## 1943 — THE YEAR WE SHELLLED THE U.S.

I WONDER if your readers can help to complete the record of how many British ships were guilty of firing shells on United States territory during 1943.

During my researches on the Chinese-class frigates (US-built), two of my correspondents have described such incidents.

Frank Phelps of Gloucester recalls that when HMS Baynton was carrying out gun trials off Boston, Mass., in early 1943 there was a "hang fire" in

one of the 3in. guns, resulting in the gun firing on a dangerous bearing and the shell landing (harmlessly as it happened) in a local cemetery.

Local papers proclaimed "RN ship fires on US territory for the first time since the War of Independence."

A similar occurrence is also reported to have happened on board HMS Braithwaite, which was commissioned in November, 1943.

Having served as an ordnance artificer in one of these ships (HMS Cubitt), I remember that

there were early problems with a firing mechanism plunger on the rather primitive breech of the 3in. guns, causing the plunger to stick at embarrassing moments.

This resulted either in the gun firing unexpectedly as soon as the breech was closed, or at some (delayed) period, after the gunlayer pressed the firing pedal.

It is quite possible that other incidents happened before the various ordnance artificers gave the plunger more clearance. — D. Collingwood, Wantage, Oxon.

**Pride of place!**

**EMBRO**

High quality embroidered sweaters direct from the factory. A wide range of colours and sizes are available with a minimum order of 10. Send for our colour brochure and price list.

**EMBRO (Macclesfield) LTD.**  
Alms Works,  
Pickett Street,  
Macclesfield,  
Cheshire,  
SK11 6GP  
Tel: 0625 616777





HMS Wakeful prepares to help HMS Lindisfarne with a tow out of harbour.

## Wakeful pulls her weight in Manx visit

A VISIT by HMS Wakeful to the Isle of Man proved a great success. Events included a wardroom reception for the Lieutenant Governor, Rear-Admiral Sir Nigel Cecil and Lady Cecil, the Mayor and Mayoress of Douglas, and the First Dendroter.

A soccer match arranged with Douglas Fire Brigade resulted in a sound thrashing for Fire XI, but there was great compensation in the after-

match celebrations.

A children's party was held for 15 youngsters from the National Children's Home in Ramsey — and was as much enjoyed by the ship's company as by the children.

While at the island the Wakeful had the chance to demonstrate her towing prowess. HMS Lindisfarne had suffered a mechanical breakdown and the Wakeful was involved with an ocean-going tug in getting her out of harbour at Douglas.

### APPOINTMENTS

## Admirals swap jobs

REAR-ADMIRAL H. L. O. Thompson, Director General Marine Engineering, is to succeed Rear-Admiral M. A. Vallis as Director General Surface Ships on August 24.

On the same day Rear-Admiral Vallis takes over as Director General Marine Engineering from Rear-Admiral Thompson, and will continue as

senior naval representative in Bath.

Other appointments recently announced include: Capt. D. Pennington, Neptune in command and as Commodore Clyde and Port Commodore Fastlane, October 18.

Capt. E. Southgate, Director of Helicopter Projects, November 9. To serve as

Commodore in command December 17. Capt. P. J. Franklin, Newcastle in command and as D3, September 26.

Capt. G. M. Tullis, Dartmouth in command as Captain Britannia RN College.

September 4. Capt. R. C. Moyle-Jones, Dardanelles in command.

Capt. J. G. Tolhurst, Easter in command July 19.

Capt. J. J. Blackham, Nottingham in command July 23. (Following promotion to captain).

Capt. M. de Harp, Yarmouth January 3 and in command.

Cdr. T. M. Butler, South Sea September 4 and in command.

Lieut.-Cdr. M. A. Brown, Geyser May 19 1984 and in command (previously announced appointment cancelled).

Lieut.-Cdr. A. Allen, Fortunate October 23 and in command.

THERE IS a unique flavour to time spent on station in the Falkland Islands. The members of Group Kilo — HM Ships Liverpool, Penelope, Nottingham and Alacrity, and RFA's Tidespring and Fort Austin with C Flight, 826 and RFA's Tidespring and Fort Austin with C Flight, 826 Naval Air Squadron embarked — have had ample opportunity to sample it since they sailed from the United Kingdom in January.

Before they left the Falkland Islands at the end of their five-month tour of duty, the ships sent Navy News their impressions of life with a South Atlantic Task Unit.

# A GOOD SPOT FOR YOUR EXERCISES

SOUTH ATLANTIC deployments are being increasingly regarded as an opportunity for training in many fields, and the Task Unit led by HMS Liverpool has been involved in one form of training or another ever since the group left British waters back in January.

On their way to Gibraltar the ships were subjected to intensive air defence exercises with the assistance of the Royal Air Force, the Fleet Air Arm and French aircraft.

As they made their way down to the Falklands via Ascension Island the emphasis changed to the practising of close manoeuvres, steaming darkened, and tactics and procedures to be used on patrol in the Protection Zone.

Once on station the ships found frequent opportunities to track and engage RAF Phantoms, Harriers and Hercules aircraft, returning the compliment by towing splash targets for the fighters to bomb.

Ops. Room teams became better acquainted with RAF and Army procedures, while the gunships took advantage of West Falkland's unengaged ranges. A week with the Fleet Target Group enabled anti-air fittings of gun and missile systems against unmanned target aircraft.

Training in shiphandling and coastal navigation for bridge teams around the Falklands is almost without parallel, and the ships report numerous chances

to carry out seamanship exercises with their boats, towed devices and dambuoys, and almost every method of replenishment.

A consequence of all this has been the rapid progress made on task books. Ships returning to the UK after months in the South Atlantic have many candidates for advancement and promotion boards. The amount of free time that has to be spent in the ships has also meant greatly increased numbers studying for exams or attending classes.

Probably the most noticeable and demanding aspect of training in the South Atlantic is the requirement to adjust to five months of almost continuous operations and weapon availability, with manpower at a high state of readiness and precious little chance for serious or long term maintenance.

### Mechs commiserate

GRYTVIKEN, South Georgia, was the unusual venue for a small ceremony at sunset on April 1 to mark the first anniversary of the passing of the Mechanician rate.

Present were a group of ex-mechs from HMS Nottingham, including FPO Brockerton, CPOs Davies, Chapman, Harrison, Nichols, Pritchard, Broom, Miles, Bradbury, Cooper and Tapsen, and POs Richards and Midgley, ex-Mech Lieut. Appleton, the Nottingham's commanding officer, Cdr. Essenhigh, and Lieut.-Cdr. Jackson (WEO) and Wright (MEO).

## RN heads Channel Force

CDR. Richard Moore, RN, became the ninth commander of NATO's Standing Naval Force Channel at a change-of-command ceremony held in Portsmouth on May 22.

He took over from Cdr. Guy Busard, Belgian Navy, and will lead STANAVFORCHAN in HMS Abdiel.

Guest of honour at the ceremony was Dr. Joseph Luns, Secretary General of NATO and Chairman of the North Atlantic Council. He was introduced by Admiral Sir William Staveley, the Allied Commander-in-Chief Channel and operational commander of the Force.

Dr. Luns, Secretary General of NATO since 1971, is to be succeeded on June 25 by Lord Carrington.

Cdr. Moore's appointments have included command of HMS Britton and executive officer of HMS Brilliant, and more recently he has been serving in MOD.



A female elephant seal roars her defiance at HMS Penelope as the Leander frigate secures to a buoy in Lathra Harbour, South Georgia.

Send her a gift of

**Sovereign Flowers**

All our flowers are presented in a superb gift box. We send our flowers to addresses throughout the UK. Ordering is simple - just fill in the coupon below in **BLOCK LETTERS PLEASE**. For additional orders make out your own coupon. Urgent orders can be telephoned to 0481 65055 anytime quoting all the details on your coupon.

24 Red Roses £15.50	10 Mixed Carnations £6.50
12 Red Roses £9.00	10 Single Colour Carnations
24 Pink Roses £14.50	Red, Pink or White £6.50
12 Pink Roses £8.50	40 Mixed Frezias £12.45
24 Mixed Roses £14.50	20 Mixed Frezias £8.95
12 Mixed Roses £8.70	20 Mixed Frezias £7.50
20 Mixed Carnations £9.00	20 Mixed Spray Carnations £9.00
20 Single Colour Carnations	10 Mixed Spray Carnations £6.50
Red, Pink or White £6.50	20 Single Red Rose £11.50

From (sender) Mr/Mrs/Miss \_\_\_\_\_ N.N.

To \_\_\_\_\_

Please send \_\_\_\_\_ pack(s) of No(s) \_\_\_\_\_

Date flowers should arrive \_\_\_\_\_

I enclose cheque/P.O. value £ \_\_\_\_\_

Credit card no. \_\_\_\_\_

Post with message Card/Letter to: SOVEREIGN FLOWERS c/o

FOREST, GUERNSEY, C.I. TELE: 4191677.

# Crowns for wounded

THE 777 British Servicemen wounded in the Falklands war are to receive a special Falklands crown medal to commemorate the liberation of the islands.

Three Falklanders raised £1,942 on the island to buy the crowns, which will be flown to Britain for distribution by the Ministry of Defence. The money was raised by Mrs. Betty Ford, a Port Stanley telephone exchange operator, and Mrs.

Joan Middleton and Mrs. Daisy McKay, shop assistants at the town's West Store.

They handed over the crowns to Major General Keith Spence, Military Commissioner and Force Commander.

The crowns are worth 50p as legal tender in the Falklands, but are sold in special presentation packs for £2.50.



## Penelope gets to trigger island at last

HMS *PENELOPE* arrived at South Georgia in early March just after the first, picturesque dusting of winter snow. It was a case of "third time lucky," for the frigate had missed out on a visit to this unique island on her two previous tours of duty in the Falklands.

On her way to South Georgia, a group of Argentine scrap merchants landed at Leith in South Georgia, triggering the events which led to war. Task unit ships now regularly call at South Georgia for periods of five days to make sure there is no repetition — and to let their companies ashore for a "leg-stretcher."

### SHORE PATROLS

Army patrols are landed at key points along the coast normally inaccessible to the resident infantry detachment based at Grytviken, the abandoned whaling station.

These patrols are augmented by sailors keen to experience the Army way of life in such a forbidding, glacial environment, while their places on board are filled by soldiers eager for a change of scenery.

All the ships of Group Kilo visited South Georgia, where more than one leg-stretcher found he was not as brave as he thought when the inquisitive seals moved in to investigate. Elephant and fur seals, reindeer and penguins on the island are surprisingly unafraid, and almost as curious as their human visitors.

At Gibraltar as the group headed south. It was won then by HMS *Northingham*, but subsequently changed hands several times as soccer, squash and rugby challenges were laid down and accepted.

There are two other trophies for ships on station in the South Atlantic: the Corporate Cup and Kelly's Garden Shovel. The Shovel was made from a 4.5in. shellcase recovered from HMS *Antelope* and presented by HMS *Cardiff* in 1963. The original shovel has now left the island. When the 2nd Battalion Royal Regiment of Fusiliers, who were affiliated to the *Antelope*, returned to the UK in March, they asked if they could display the trophy at their Regimental Headquarters in the Tower of London.

### REPLICA SHOVEL

HMS *Liverpool*, last winners of the Shovel, made a replica which will continue to inspire sporting competition between units based in the San Carlos Area and visiting ships.

The islands abound with wildlife, for they are the main breeding grounds for numerous species of sea birds which roam the southern oceans. Seals and scallops survived the depredations of the sealers, although sadly commercial whaling left little trace of these fine mammals in the South Atlantic.



Libertymen from HMS *Nottingham* head towards King Edward Point, Grytviken, on South Georgia. The cloud formation should interest meteorologists.

## Alacrity honours sister ships

HMS *ALACRITY* marked her return to the Falkland Islands for the first time since the war by paying tribute to the dead of her sister ships, HMS *Antelope* and HMS *Ardent*, at a memorial service on Campillo Hill on March 18.

A memorial on the Hill overlooking the graves of both ships was constructed by the companies of Type 21 frigates involved in the conflict, and is maintained by successive task units.

Six of the *Alacrity*'s ship's company were survivors of the two frigates, and with 11 fellow survivors serving with other ships of Group Kilo joined 100 men from the *Alacrity* to pay their respects at the memorial.

### SERVICE

A service was conducted by the Rev. Christopher Jarman, the Task Unit chaplain and Mr. Jerry Downing, canteen manager in the *Alacrity* and an *Antelope* survivor, read the lesson.

Wreaths were laid by Capt. Patrick Rowe, Commander of the Task Unit, commanding officer of HMS *Liverpool*, and a former commanding officer of the *Antelope*, by *Antelope* survivor Lieut.-Cdr. Richard Govan, and by LMEH Ian White, who nearly lost his life in the *Ardent*.

# There's room to roam in the wide outdoors

THE LACK of pubs and clubs on the Falkland Islands helps to concentrate the mind on the wide outdoors. The mountains of West Falkland, the many rivers and inland waters, and the open countryside are a ready-made adventure playground for the nature lover.

Ships' companies of Group Kilo have used every opportunity to take part in marathons, orienteering, adventure training, expeditions, and inter-unit sports fixtures.

Highlight of Group Kilo's sporting activities was undoubtedly the winning of the South Atlantic Inter-Services

rugby championship, achieved with a 9-7 victory over the Army on the same day as the Twickenham encounter between the two old rivals, and a 20-0 thrashing of the Royal Air Force.

Group Kilo had its own trophy for challenges between the ships of the Task Unit. Known as the Big K, it was donated by Kellogg's and was first com-

## C Flight's got 'em covered!

C FLIGHT of 826 Naval Air Squadron returned to the Falklands in late February after a six-month break at home. They relieved B Flight.

Task of the flight's five Sea King helicopters is to provide anti-submarine cover for warships in the Protection Zone around the island.

### DAILY SEARCH

Four Sea Kings have been embarked in RFA *Port Austin*, the other detached to RFA *Tidespring*. Working closely with other units of Group Kilo and elements of the RAF, C Flight has searched the FIZ every day to identify shipping.

Inter-Services liaisons led to an invitation to fire live Rapier missiles ashore, and the flight was able to repay some Falkland Islands hospitality by lifting a fresh water tank to Sea Lion Island from a neighbouring settlement.

Some flight members were sailing home in RFA *Tidespring* via Barbados and Puerto Rico, while others had to be content with a tour of South Georgia before being relieved by A Flight.

## Return of the Ajax tooth

A MOUNTED whale's tooth has been returned to HMS *Ajax* nearly 35 years after it had gone missing. It was presented to the Second World War cruiser HMS *Ajax* by the people of the Falkland Islands, South Georgia and the South Shetlands in January 1937.

The tooth, from a South Atlantic whale, was mounted on a wooden ink blotter inscribed to commemorate visits by the *Ajax* to the islands, and her part in the rescue of a survey party.

### ANONYMOUS

When the *Ajax* was scrapped in 1949 the tooth disappeared, only to emerge last year when it was sent anonymously to the Daily Telegraph. On May 3, Mr. A. J. Mellorey of the Telegraph visited the present *Ajax* at Portsmouth to hand over the tooth to the commanding officer, Capt. Peter Abbott.

Also present was Capt. Douglas Woolf-RN (ret'd.), who served in the previous *Ajax* from 1937 to 1940.

## Two new Hunts to sign on

ANYONE who served in the Second World War Hunt-class destroyers *Middleton* and *Chiddingfold* is invited to attend the commissions of two new mine countermeasures vessels which bear those names.

HMS *Chiddingfold* is nearing completion at the Woolston yard of Vosper Thornycroft and is due to be accepted and commissioned next month. Old *Chiddingfoldians* should contact the Senior Officer, HMS *Chiddingfold*, Vosper Thornycroft Ltd., Silvermere House, Obelisk Road, Woolston, Southampton, Hants.

HMS *Middleton* is due to commission at Portsmouth on August 10, and her "old boys" who want to attend the ceremony should write to HMS *Middleton*, BFPO Ships, London.

# PREMIER

## PRINTED T-SHIRTS

Find out what quality's about

TOP QUALITY  
BRITISH SHIRTS  
Minimum quantity  
only 12 shirts printed  
with your own design

WE SPECIALISE IN  
THE NAVY.  
PRINTED  
Tee-Shirts  
SweatShirts  
Jogging Suits  
NO HIDDEN  
CHARGES

FREE DETAILS  
PHONE NOW!  
Norwich  
(0603) 745018

\* or write  
PREMIER LEISUREWEAR  
Dept NVN Jarrod Way  
Bewthorpe Norwich  
Norfolk NR5 9JD

# HIGH AND DRY



Picture: LAIFP/Port Street Accession

GETTING the dry dock treatment at Devonport dockyard after her Far East deployment is HMS Invincible. When the Defence White Paper was presented in mid-May it was stated that her worn shaft would be replaced and it was expected that the work would take place during her maintenance period. (More White Paper news, Page 16).

Meanwhile, details are available of two invincible reunions. The petty officers' (Falklands 1982) event will be held in HMS Dolphin on June 14, all male and rig No. 1a. Tickets, at £10 a head, are available from POAEM Jimmy Quinn or POAEM Dave Groves. HMS Heron, all mess members are invited.

HMS Invincible Warrant Officers and Chief Petty Officers' Falklands Reunion dinner will be held at HMS Dædalus, Lee-on-Solent, on September 15. For details, contact FGSA Deputy Cleaver, 34, Fildon Road, Devonport (tel. 0058 588773).

## SUPPORT FOR LOCAL FIELD GUN CREW!

AS PART of their preparations for the Royal Tournament, which takes place at Earls Court from July 11 to 28, public runs by the field gun crews of the three Commandos take place at HMS Excellent, HMS Drake and HMS Dædalus on June 7, 14, 21, and 28 and July 5.

Portsmouth Dock opened their public run programme on May 31 with supporting displays by HMS Collingwood Volunteer Band, the Royal Navy Display Team, Hampshire Fire Brigade, and the Free Fall Parachute Display Team.

Supporting attractions: June 7 — HMS Collingwood Volunteer Band, Army Apprentices' Gymnastic Team, Portsmouth Karate Club, Hampshire Fire Brigade, Red Devils Free Fall Parachute Team, June 14 — HMS Collingwood Volunteer Band, Hampshire Fire Brigade, Red Devils Free Fall Parachute Team, June 21 — HMS Collingwood Volunteer Band, Hampshire Fire Brigade, Red Devils Free Fall Parachute Team, June 28 — HMS Collingwood Volunteer Band, Hampshire Fire Brigade, Red Devils Free Fall Parachute Team, June 5 — HMS Collingwood Volunteer Band, Hampshire Fire Brigade, Red Devils Free Fall Parachute Team.

Admission (8 p.m. onwards to 7 p.m. only) — 40p adults, 20p children (senior citizens and under-14s free), proceeds to King George's Fund for Sailors.

### DEVONPORT (HMS Drake)

June 7 — HMS Fleet Air Arm, Parachute Display Team, Devon Fire Brigade, Royal Marines Volunteer Cadet Corps Band, June 14 — Red Devils Parachute Display Team, Army Apprentices' Gymnastic Display Team, Women's Royal Army Corps Band, June 21 — Pung Gunners Parachute Display Team, Brickwoods Field Gun Display, 104th Band of BRNC, Devonport, June 28 — Trailblazers Parachute Display Team, Devon Fire Brigade, RM Cdo Forces Band, July 5 (5 p.m.) — Devon Helicopter Display, RM Gambia-Isle Display Team, Plymouth's Emerald Ambassadors Band.

Admission and car parking free. Start time 7 p.m. (except July 5 (5 p.m.)).

### FLEET AIR ARM (HMS Dædalus)

Each demonstration includes a military band display, two fast and one slow field gun runs, the Red Devils Free Fall Parachute Display Team, and supporting displays.

Free admission is via Argus Gate, off Brown Way, and the public should aim to be seated by 6.50 p.m. for each 7 p.m. performance.

### EARLS COURT

Below are the details of the field gun runs at Earls Court. The first-named team of each pair runs on the Royal side of the arena.

(A denotes Fleet Air Arm, D Devonport and P Portsmouth).

July	Afternoon	Evening
11	D	P
12	P	A
13	P	A
14	D	A
15	P	D
16	P	D
17	P	D
18	A	P
19	A	P
20	A	P
21	A	P
22	A	P
23	A	P
24	A	P
25	P	A
26	P	A
27	P	A
28	P	A

## Hello, Holbrook

A PARTY from HMS Manchester, liaison ship to the Royal Holbrook School CCF, dropped in on Holbrook by helicopter to meet the cadets and learn of the school training programme.

They were greeted on the parade ground landing area by the chief naval instructor at the school (Cdr. J. R. Lamb) and also met the headmaster (Mr. M. A. B. Kirk).

In the picture the flight commander (Lieut. P. G. Muir) explains help, working to some of the cadets. The rest of the visiting party comprised the Manchester's commanding officer (Cdr. S. Taylor), the pilot (Lieut. D. R. Russell), the liaison officer (Lieut. I. M. Crabtree) and — visiting his old school, where he was a member of Cornwallis House — Lieut. Cdr. T. E. O'Brien.

Picture: Russell Edwards



# SAFAB CAN REACH YOU

A PLEA over providing news for families when ships were diverted — and an outline of the way this matter is handled by the Naval Personal and Family Service — has produced further words on the topic from a chief who operates from one of the Navy's major Sailors' and Families' Advice Bureaux.

Writing from the HMS Nelson SAFAB, CPO Dave Measom says, "A letter in the May edition of Navy News from a Hampshire sailor expressed his concern that when ships are diverted due to operational reasons, families are left in the dark."

"I would like to point out that the SAFAB in HMS Nelson is geared up to provide a service whereby families can be informed, and has been since 1977.

"This service has been promulgated in the past and, indeed, is well used, often in conjunction

with the Link Families set-up if the ship has arranged one.

"However, our crystal ball is not working too well and we have to rely on ships informing us of these changes, and whom they want us to inform. "We can reach not only the officer's wife who is on the telephone, but also the junior seaman's mum who may not be. If they live in Land's End or John O'Groats we can get the message through, provided we are told about it."

## Clyde Base families' day is called off

FAMILIES, particularly those in Scotland, should note that the Clyde Submarine Base families' day planned for Saturday July 7 (and mentioned in last month's Navy News) will not now take place.

## Some of the worst wounds...



## are the ones that don't show

It used to be called shell-shock. Now we know more. We know that there are limitations to the human mind.

Soldiers, Sailors and Airmen all risk mental breakdown from over-exposure to death and violence whilst in the service of our Country. Service... in keeping the peace in Northern Ireland no less than in making war.

We devote our efforts solely to the welfare of these men and women from all the Services. Men and women who have tried to give more than they could.

Some are only 19, a few are nearly 90 years of age.

We help them at home and in hospital. We run our own Convalescent Home and, for those who are homeless and cannot look after themselves in the community, our Hostel gives permanent accommodation. For others, a Veterans' Home where they can see out their days in peace.

These men and women have given their minds to their Country. If we are to help them, we must have funds. Do please help to repay this vast debt. It is owed by all of us.

"They've given more than they could... please give as much as you can."

## EX-SERVICES

## MENTAL WELFARE SOCIETY

Brookway House, The Broadway, Wimbledon SW19 1RL. Tel: 01-543 6333



## SWIM AIDS CHILDREN

MEMBERS of the Wharf Club at HMS Collingwood swim for an hour to raise money for Haslefield Special School. They were assisted in their efforts by CPOPT Ron Shipps, who swam his last mile in survival kit and lifejacket.

Together they have raised over £200 in sponsorship money by their efforts for the school.



# Plymouth wives help Here's proof!

## Mothers to cope

SINCE its establishment seven years ago, the Naval Personal and Family Service has developed into a fully-fledged organisation, with the Falklands conflict seeing its theories and practices firmly put to the test.

But NPFS staff constantly look at new ways to improve not only their efficiency and usefulness but also their approachability, writes Meg Baxter from Plymouth.

As a result, the Service recently took another step in its evolution by incorporating the help of those best equipped to give it — naval wives themselves.

The experiment is taking place in Plymouth, where nine naval wives and one other have already taken a 16-week course, which all passed with flying colours. They were presented with certificates to mark their success by Commodore Richard Husk, of HMS Drake.

But their biggest test is yet to come as they actually start putting into practice all they have learned.

### KEY WORD

The course was run by Stuart Williams (community social worker on the Plymouth NPFS staff) in conjunction with a national organisation called COPE. And cope is the key word, because the ten wives are natural "cops" who will be trying to help less experienced naval wives who are having difficulties in coping with home-making, child-rearing and Services life.

During their training the ten wives have made visits to Social Services' departments, children's homes and special clinics, and have studied child care, household management and

safety in the home. They have learned from each other basic skills such as knitting, crocheting, flower arranging and sewing that they will now be able to teach others.

What they aim to do is to encourage those wives who have been referred to them by Social Services to come along and join in "family groups". Here they will all mull over their problems and try to find solutions together, a kind of group therapy. After all, they do say that a problem shared is a problem halved and in Service life we have all at some time probably

experienced the same kind of problem.

That is the beauty of this experiment — that the ten wives will be doing what comes naturally to most women, helping a neighbour out of trouble. The only difference being that now she has a certificate to say she is qualified to do it!

The true essence of what COPE is all about is best summed up by a civilian group helper who has been involved in the scheme for some time now.

"It was my intention through the family group to go back to

'the street'; to what existed in the street before the wives went out to work. I have a picture in my mind of what I'm trying to create; people helping each other who are neighbours in streets.

"People did it in the past without books or anything. People who came into the street conformed to what was in the street. They weren't all put on estates — all brand new tenants with no rules or regulations. Young mums watched how the established mums dealt with situations. They didn't have to go to 'agencies' to find out how

to deal with things.

"I think that's what family groups are. You are bringing back what existed in the street, but on neutral territory."

Could it be that NPFS is leading us back to old fashioned values and behaviour — to a time when we eradicate the "I'm all right Jack" attitude and start helping each other again and stop relying so heavily on outside agencies?

If the work of these ten wives catches on — who knows, maybe eventually even NPFS will be redundant and a thing of the past...



COPE certificates are presented by Commodore Richard Husk to the wives. From the left: Sheila Lancaster, Joy Eustice, Alyson Arnold, Maureen Byrne, Joy Warner, Jan Sims, Pam Bennett, Christine Kean, Diane Johns and Jane Taylor. Back left is senior social worker Margaret Porter.

## Gib. trolley pull helps playgroup



AFTER sailors from HM ships Bickington, Alderney and Hydra had taken part in a Gibraltar Rock Race, LIME(L) Bob McPherson (who was placed second) and nine volunteers from the Bickington were inspired to pull a theatre trolley (plus live body) to the top for charity.

Here Bob presents the £30 raised to Mrs. Gerry Weaver, the RN Playgroup supervisor. With them are Lieut. Cdr. P. J. Hay (Base Instructor officer) and some of the participants — AB(MV) Dave Burnett, AB(R) "Donna" Summers (the "body"), CK Jim Orr and LSW(M) John Merrill — with children of the playgroup.

Picture: LAFPH Chris North

## Request time

FAMILIES will be pleased to learn that the British Forces Broadcasting Service is producing another series of music request programmes for ships at sea.

Those who would like a request played should write, naming the sender and recipient, together with the request, to: Ships Requests, BFBS London, PO Box 1234, London W2 1LA.

The name of the ship should be given on the top left-hand corner of the envelope.

## BRUSH UP ON THOSE DECORATING RULES

PEOPLE living in married quarters are allowed to decorate their homes on a self-help basis. But the scheme has a number of rules.

An official announcement explaining the scheme and representative in conjunction with the Property Services Agency and aims to provide a reasonable balance between the freedom of occupants to decorate married quarters to their own taste, while

avoiding unnecessary expenditure on houses already maintained to generally-accepted standards.

Married quarters are normally redecorated by the PSA at intervals of not more than four years (three years for kitchens and bathrooms), says the announcement.

Self-help redecoration is regarded as a supplement to this routine and not a substitute for it. Detailed means of implementing the procedures

within the guidelines have been advised to commands and should be available locally.

Those wishing to undertake self-help redecoration should obtain prior approval from the local Service housing management. Paint in a wide range of colours will be supplied free by the PSA, but brushes and other materials and equipment have to be provided by the occupant.

The scheme does not include wallpapering or exterior decoration.

## WELSH WALKS

NAVAL personnel and families are invited to take part in the non-competitive Welsh International: Four Days Walk at Llanwrtyd Wells in September.

In the spirit of the famous Nijmegen Marches, the Welsh Walks offer a variety of courses in beautiful countryside for teams or individuals. Details from the Secretary, Welsh International Four Days Walks, Llanwrtyd Wells, Powys, Wales (tel. 059-13-517).

## Navy News

No. 359 31st year  
Editorial and business  
office:

H.M.S. Nelson,  
Portsmouth.  
Telephone:  
Portsmouth 023351  
exts. 24194 and 24163  
(editorial)  
ext. 24228 (business).  
GPO line:  
Portsmouth 820040

Editor:  
John Tucker  
Deputy Editor:  
Chris Horrocks  
Assistant Editors:  
John Elliott, Joan Kelly,  
Anton Hanney  
Business Manager:  
Miss Maureen Brown

## THE NAUTICAL COLLEGE

Fleetwood  
Offers NCE/ND/NDP, G.C.E. O and A level  
courses for the school leaver. Subjects  
include Maths, Physics, Computing,  
English, Navigation, Seamanship.  
Capt. H. Haysham  
The Nautical College  
Fleetwood 79123  
L.E.A. Further Education Grants available

The Top Quality range of personalised printed shirts

## T-SHIRTS & SWEATSHIRTS by Interprint

T-Shirts Double stitched seams  
Sweat Shirts British made  
Crew, Vee Neck, Hooded & Jog Suits

### Sports Shirts

Other Products Ties, Hats,  
Lighters, Stickers, Metal &  
Sew-on Fabric Badges, Aprons,  
Tote Bags & Tote Bags

FREE DESIGN SERVICE  
MINIMUM ORDER-ONLY 12

Please send me your free Colour Guide and  
List of approved Shirts & Ties  
Name  Fax Mail Lighters  
Address  See us at Badges

DATE  FREEPOST

Interprint

DALE STREET CRAWFAN ARMS, SHROPSHIRE SY7 9NY.  
TEL. CRAWFAN ARMS (05682) 2703 & 2502





## RN Chipmunk in race bids

CHIPMUNK Navy 78 has a practice run over the old Schneider Trophy course. Piloting it is Lieut. Norman Lees who, with Chief Aircrewman Graham Watson, is anticipating an interesting flying season as Royal Navy crew for the British air racing championships of 1984.

They are flying the Chipmunk in eight races at a variety of venues throughout England and Wales.

One is being held over the old Schneider Trophy course round the Solent. From 1913 seaplanes from throughout the world battled for the coveted trophy until it was retained by Britain in 1931.

Sea-planes may have now virtually disappeared, but the Royal Aero Club has resurrected the race for land-based aircraft — and late in June the winner is due to receive a replica of the trophy.

### KING'S CUP

Later in the season comes the King's Cup Air Race at RAF St Athan, South Wales. Lieut. Lees is a helicopter pilot with 772 SAR detachment at Lee and is also a gliding instructor. Chief Aircrewman Watson joins the SAR flight from the "dunkler" in HMS Vernon in June.

## Welcome, Waveney

HMS WAVENEY, first of the Royal Naval Reserve's new river class mine-sweepers, was handed over to the Royal Navy on May 2 at the Lowestoft yard of Richards (Shipbuilders) Ltd.

As the White Ensign replaced the Red, Mr. Joe Bell, managing director of Richards, handed the ship over to Commodore Andrew Buchanan, Commodore Naval Ship Acceptance.

An 88-RN ship's company commanded by Lieut.-Cdr. John Wiseman RN will carry out the shakedown trials before handing HMS Waveney to the RNR.

### EXCLUSIVE

The Rivers are the first class of ship to be designed exclusively for RNR use and they will replace the Ton-class ships.

The Waveney displaces 900 tons and has a length and beam of 156ft. and 34ft. respectively. With a complement of 20, she is powered by two Ruston diesel engines to give a top speed of about 16 knots.

Among those pictured on board the ship during the ceremony were Mr. Bell, Commodore Buchanan, Lieut.-Cdr. Wiseman and Mr. A. E. Sharp, Assistant Director Technical Services (Warships).



Picture LIA/Phot Olive Diner, CINCPAC/Photographic Section

## Newcastle's new trophy

HMS Newcastle has a new trophy — a silver napkin ring from the Second World War cruiser of the same name.

Mr. John Wardle (73), a member of the Eastbourne Royal Naval Old Comrades' Club, found the ring in a second-hand shop in the town. When he read about the Newcastle returning to Portsmouth from patrol off the Falkland Islands he sent his find to the destroyer's wardroom president.

Lieut.-Cdr. Bruce Trentham, the ship's executive officer, invited Mr. Wardle and his wife Kay, a Second World War Wren, to lunch on board and tour the ship, which is in dockyard hands having new equipment fitted.

### Top communicators

STOCKTON Communications Training Centre was the Duffy Trophy for 1984 in competition with seven other Royal Naval Reserve teams from Leeds, Manchester, Nottingham, Sheffield and Preston Cottes, and Mersey and Tyne Divisions.

HMS ACTIVE had a lot to live up to when she transited the Panama Canal during her five-month deployment to the United States and the Caribbean.

The ship's rugby team, due to play at the Pacific end of the canal, had been billed as coming from "the British battleship Active," and this flattering exaggeration was compounded by the Panama Canal Authority, who referred to the Active throughout as "that battleship."

After leaving Portland, the Active made her first call at San Juan, capital of Puerto Rico, where her ship's company were warmly entertained by the British Commonwealth Society.

### Exercises

En route to the Panama Canal the ship exercised with the Puerto Rican Air National Guard (PRANG), whose Corsair aircraft proved somewhat faster and more able adversaries than the Hunters and Canberras left behind at Portland a fortnight earlier.

The canal transit was meant to be a priority passage, taking at most 12 hours. In the event it took nearly 20 hours, and was achieved at an average speed of two knots.

After refuelling at the US Naval Base Rota, the Active sailed for Acapulco, enjoying on the way a flat calm in which whales, dolphins and flying fish were much in evidence around the ship.

Charity activities, including a garden fête on the flight deck, raised £160 for charity.

Four days were spent in the famous resort, which lived up to expectations. Some of the ship's company watched the famous high divers of La Quebrada

while others spent their time on the beautiful beaches. About 1,000 Mexicans visited the ship, and a party for 25 orphans was held on board.

Next on the ship's agenda was a pre-arranged rendezvous with the P & O liner Pacific Princess, whose captain, Commodore M. V. N. Bradford RNR, was keen to show off the Royal Navy to his passengers.

The Active gave a display which included a replenishing approach and some fast manoeuvring before sailing off to San Diego for a programme of exercises with the United States Navy.

## Fox on target

HMS FOX, the coastal survey vessel, did exceptionally well in the Plymouth and Scotland areas Skill at Arms meeting in HMS Raleigh. The Fox, by far the smallest ship in the competition, finished second overall.

AB(SR) Chris Hedge won the tyro class and LWTR Stuart Thomas was a close second in the A class. For over 25, PO(SR) Stuart Elliott was third in the Pool Ball, which was an open event, while MEM(M) Paul Turnbull also achieved a high score.

All four men have now been selected to shoot at Bisley.

## CHATTY CILLA

CILLA BLACK dropped into RN air station Cullinstown with a London Weekend Television crew to film for her show "Surprise, Surprise" ... but it was really no surprise when the friendly star found time to chat with members of 771 Squadron, including POACM Wally Wallace (left) and POACM(SN) Scouse Slater. The film was due to be shown this month.

Picture LIA/Phot John Hobbs

**BEST WISHES**  
to the  
**ROYAL NAVAL ASSOCIATION CONFERENCE**  
**PORTSMOUTH**  
**16-17 JUNE**

**THE QUEEN'S BLESSING**

For Pusser's Rum availability please contact: Michael Fogg at E. D. & F. M. (Lancaster) Rum Brokers 1784 - 1970 Super Quay, Lower Thames Street, London EC3R 6DU Telephone: 01-626 8788

Pusser's is a Registered Trade Mark





Above — Sunshine and laughter with Group Seven ... helpers WEM Chris Dooley, and Joan Cornes enjoy a chat with Alys Evans and Philip Thompson near the Basilica.

Right — The spectacle of the Blessed Sacrament Procession at Lourdes — one of two processions daily for the handicapped. Somewhere among this impressively vast gathering are the members of the Royal Navy group.



# MIRACLE OF LOURDES

SINCE 1980, the Royal Navy group of the Handicapped Children's Pilgrimage Trust (HCPT) has witnessed a miracle.

They have succeeded, thanks to contributions from HM ships and shore bases, and individual and team efforts, in raising money for up to 12 handicapped children of naval families, and from homes adopted by the Navy, to have the holiday of a lifetime in Lourdes, in the south of France.

But the miracle does not end there. Every year, volunteer helpers give up their Easter holiday to care for the children during this special week. The

volunteers meet their own expenses of up to £150.

On Easter Monday, 12 happy and excited children (eight of them from naval families) accompanied by Father Ron Brown, RC chaplain HMS Raleigh, a team of naval nurses from RNLI Stonehouse, and RN and WRNS officers and ratings, set off for Lourdes on the annual pilgrimage organised by the HCPT.

For the group's leaders, Father Jim Allen, RC chaplain HMS Collingwood, and CMEM(M) Andy McDonald, of HMS Defiance, the group's founder member, it was one of their most successful pilgrimages.

It was exciting for Mark Hayden, aged 14, whose father, CPO Bill Hayden, serves at HMS Cambridge. His visit to Lourdes was made possible by the Senior Rates' Mess of HMS Drake, who sponsored him.

A 24-hour disco, organised by the junior rates of The Drake Club, helped Roy Pascoe (10) from their adopted home of St Blazey, Cornwall, to share this special holiday with Mark and the other children.

The RN group joined 5,000 other handicapped children who travelled to Lourdes on three special HCPT trains. Those unable to make the overland journey flew to Lourdes in a

distinctive red, white and blue Boeing 747.

The children soon settled in to enjoy the week's activities, which included treats ranging from donkey rides to outings to Gavarnie, high in the Pyrenees.

Hotels and guest houses extended a great welcome to the young pilgrims, providing every facility, including special diets and menus. Throughout their stay, the children had the benefit of day and night medical care.

If the job of helper is demanding, it is also very rewarding. The caring and sharing is very much a two-way effort, friendships being established which do not end when the children return home.

Anyone serving in the RN, RM, WRNS or QARNNS can volunteer to be a helper. And anyone can apply to have their handicapped child (8 to 18 years) share this special holiday.

The more money raised in sponsorship, the more children will have the opportunity to discover a holiday centre where they feel completely at home.

For details of the RN(HCPT) group contact the Royal Navy Chaplain's Office at HMS Raleigh, Torpoint, Cornwall (tel. HMS Raleigh ext. 259).



Springtime in the Pyrenees ... and a posy of bright defodils for little Kim Vivian, whose father is a serving CPO. With her is PCPO Pete Reilly, of HMS Collingwood.

Pictures: LA(Phot) Geoff Holland.

## Go tell it on the mountain ...



Royal Navy group members and helpers on a picnic day at Gavarnie. Among them is Father Ron Brown, RC Chaplain at HMS Raleigh and soon to become Principal RC Chaplain of the Navy, who celebrated Mass amid the scenic beauty of this idyllic spot in the Pyrenees.

SCREEN PRINTING

SPHINX

EMBROIDERY



Rowland House  
Effordleigh  
Plympton  
Plymouth  
Devon  
Telephone Plymouth  
336873 (0752)

Lambswool Sweaters by  
Wolsey  
Sports/Casual Shirt by  
Wolsey  
Hats  
Kagoule  
(knacker with hood)



**FREE**  
● DESIGN  
● DELIVERY

Orders delivered to your ship anywhere. Please send for price list SHIPS IN PLYMOUTH

We will be on board at your convenience within 24 hours (or less) at your request



# EW instructions amended

A CHANGE in the management of electronic warfare in the Royal Navy has resulted in an announcement amending instructions originally promulgated in 1979.

According to the statement, "The present structure of the Operations Branch gives a satisfactory basis for the conduct of electronic warfare at rating level.

"Furthermore, the introduction of the Special Duties (EW) provides a number of junior officers with deep specialist knowledge.

"However, the present division of responsibility for EW between the Assistant Warfare Officer/Principal Warfare Officer (A) and the AWO/PWO(C) has resulted in neither officer developing the necessary experience or deep expertise in all aspects of EW to use at staff level.

The statement goes on to explain that to achieve a central core of expertise among warfare officers, the PWO(C) will be given further EW training and henceforth be the officer who has the prime responsibility for EW.

This responsibility will extend through middle seniority staff appointments to higher management levels.

Within MoD the Chief Naval Signals Officer is now formally recognised as the professional head of EW in the Royal Navy, and will provide a focal point for EW matters, as he currently does for Communications.

Captain SMOPs remains the titular head of the EW Sub-branch, as he is for all sub-branches of the Operations Branch. The EW section at SMOPs, HMS Dryad, remains part of the "A" Facility.

The present responsibilities that Director of Naval Warfare has for EW among all aspects of current warfare will remain unchanged, and the present close liaison will be maintained with CNSO.

"The intention of this change," says the statement, "is to provide a sound management structure for EW and to provide the expertise which is crucial to meeting the escalating challenges in this field of warfare.

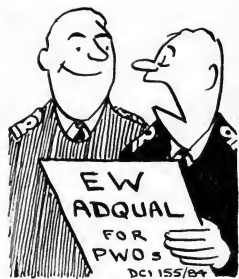
"It is however acknowledged that EW pervades the various warfare disciplines and it will be essential for all warfare officers to maintain a thorough knowledge of the tactical application of EW."

Training in EW officers' career courses has been increased with the introduction of the streamlined PWO course and an additional five-week module for the PWO(C). The present EW Module will be increased to include advanced radar band and intelligence-related EW training and be known as the "EW Adquial".

Depending on his first appointment as a PWO(C), an officer will undertake the EW Adquial either immediately after his PWO course or after his first PWO sea appointment.

This adquial is primarily for the PWO(C) but will be open to non-PWO(C) stressed officers in order to increase the number of specialists in the EW field and fill those billets involving EW responsibilities for which PWO(C) or SD(EW) officers are not available.

DCI (RN) 155 / 84



"I bet it doesn't stand for 'Extra Wages'"

LEARN A LINGO  
at RAC BENEVOLENT  
DCI 13 162/84



"How about joining the Gurkhas on English?"

## ☆ Language school

IN JANUARY next year a new Defence School of Languages will come into operation at the R A E C Centre, Beaconsfield, teaching Arabic, German, Russian, and (for Gurkhas and foreign students) English. Courses in other languages may be approved when appropriate.

In the case of the Royal Navy, inquiries should be addressed to the Directorate of Naval Education and Training Support.

DCI (RN) J 162/84

# GET WISE ON DCIs

## Block transfers

TRANSFER between branches will be subject to limitations, following the annual review of manpower and future requirements. Details are:

**Obsolescent branches**  
Transfer into ORS(UV) (SM), NAM(O), WREN TSA, and WREN Educ has ceased.

**Overborne branches** — Transfer into the following branches will not be allowed for at least a year: Medical assistant, caterer, cook, aircraft handler, air engineering mechanic; and in the WRNS, cook, stores accountant, air

engineering mechanic, photographer, meteorologist, dental surgery assistant, and enrolled nurse (general).

**Sideways entry branches** — The following are overborne and no entries will be accepted before March 31, 1985: Physical trainer, photographer, quarters assistant. The following are over-subscribed and only outstanding candidates will be considered: Regulating,



## ☆ New gloves and hoods

AS FRESHBAND last year, durably-protected anti-flash gloves and hoods will shortly be coming into general issue in the Royal Navy, replacing current patterns on a wastage basis. The gloves and hoods are given a flame-resistant treatment during manufacture. This treatment will not wash out during the life of the garments and will remain effective provided they are kept clean and are properly laundered.

DCI (RN) 160 / 84  
NEW-PATTERN flight deck helmets incorporating impact and bump protection are now available. They are intended for wear by Fleet Air Arm Engineering (AE) and Aircraft Handler (AH) personnel in aircraft employment serving in ships and units which regularly operate naval aircraft.

Issues are to be on personal loan.

DCI (RN) 189/84

BLUE working shirts and trousers in flame-resistant all-cotton material are being introduced for male officers and ratings in place of existing patterns in polyester / cotton.

Both in action and in the event of accidental fires, the new garments give greater protection against heat, flash, and flame than is afforded by the present patterns.

However, all cotton garments, they will require more care and effort to wash and iron with some shrinkage. Correct washing is essential in order to retain the flame-resistant properties.

The new garments have been redesigned to incorporate a number of improvements.

Polyester/cotton shirts and trousers are no longer to be worn aloft, but may continue to be worn ashore in conditions where flame-resistant properties are not essential.

Because of the free issue of new garments, Kit Upkeep Allowance will be halted over a 16-month period from June 1984 to September 1985 by about £150 per month.

DCI (RN) 185/84

## ☆ Sign of times

AS a result of experience gained in the Falklands war, new instructions have been issued on safety signs and colours in HM ships and establishments, especially in relation to luminous signs.

DCI (RN) 158 / 84

# GRANT INCREASED

AN INCREASE from £1,800 to £1,900 in the maximum grant has been agreed by the Trustees of the Royal Navy and Royal Marines Dependents' Fund to take effect from August 1, 1984.

The annual report for the year ended July 31, 1983 (just issued) states that in the period under review 4,500 new subscribers joined the fund, and 3,800 left on release from the Service.

This gave a total membership of 58,151, representing 95 per cent of all eligible personnel. Twenty-one deaths were reported to the fund during the year, all but two of them being members. Road traffic accidents (23) and natural causes (18) were the major causes of reported deaths.

In the case of the officers' fund for the same period, 600 new subscribers joined and 726 left on retirement from the Service, leaving a membership of 8,443 (85 per cent of eligible personnel). Eleven deaths were reported, all but one being a member.

The amount of the maximum grant has also been increased in line with the ratings' fund. (See page 18 for details.)

Aim of this regular feature is to give a general impression of the new Defence Council instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

# MEAKINS SPORTS

1a, Munster Road, North End, Portsmouth, Hants 0705 690711

Please send for our bulk order colour catalogue and price list for an immediate superb range of embroidered and screen printed garments.

## D-DAY ANNIVERSARY SWEATSHIRTS & T-SHIRTS

Sweatshirts (SS) ..... £5.50 + 75p p&p  
T-SHIRTS (TS) ..... £2.50 + 50p p&p

Sizes 28 30 32 S M L XL  
Colours SS: White, Navy, Grey, Sky, Red, Black  
Colours TS: White, Navy, Sky, Red, Black



Please send a.s.p. for form and information

## D-DAY ANNIVERSARY S/S & T/S



## INDIVIDUAL ORDERS

Yes we do complete individual orders, please send a S.A.E. for our individual order memo which will give all the information necessary to complete your order.

I.E. sizes, colours, prices, designs available.

Embroiderer and Screen Printer to the Royal Navy and Services



# Defence White Paper spells out value-for-money aim

MAXIMUM value for money, redistribution of resources from overboards to the front line and a new tighter management structure in MOD... these expressions featured prominently when the 1984 Defence White Paper was presented in May.

Outlined was a defence budget of £17 billion — next year it will rise to £18 billion, a real increase of nearly 20 per cent from 1978-79 leaving aside Falklands expenditure.

"But the resources which we can afford to devote to defence are finite," said Defence Secretary Mr. Michael Heseltine. "My task is to secure the maximum value for the sums we spend, and I intend to get the greatest possible output of front-line capacity from the inputs of money, manpower and equipment."

Proposals already announced for the reorganisation of MOD, and now being worked through, constituted "the greatest single overhaul of

machinery for developing and co-ordinating defence policy for two decades."

In this, what is known as MINIS (Management Information System for Ministers and top management) was the essential starting point, he said.

This system, said the White Paper, enabled top management to familiarise themselves with, and scrutinise the activities, costs and efficiency of all aspects of the department.

## High quality

"The Ministry is far from inefficient — as the mounting and support of the Falklands operation showed — and the quality of military and civilian staff is very high. But it is clear that the organisation must be changed to cut overheads, improve accountability and encourage delegation and the more efficient use of resources."

The White Paper goes on to outline the plans to create a combined Defence Staff (already reported in Navy News).

Later, dealing with specific points, it mentions that all Service musician training is to be concentrated at a single location.

A study is being made into the Defence Medical Services to determine the most efficient and economical arrangement for headquarters organisation and administration and the most cost-effective use of the medical resources available to the department, including the National Health Service and the private sector.

The dockyards would continue to play a vital role in warship refit activity but the plan to offer two years for refit by contract following competitive tender, would "open up the market, help us gauge its likely size and capabilities and enable us to compare the performance of the commercial yards during the refits with similar refits being undertaken in the dockyards."

In the Royal Navy the cost-effectiveness of contracting out six sample support activities,

currently done "in house," would be tested. Successful experience in putting a helicopter refuelling task to competitive tender had encouraged the Navy to put much more of this work out to tender and to explore other possibilities of the same kind.

"Generally, we shall seek to apply the principle that the only work carried out within our own defence support organisation should be that which is essential for clearly proven operational reasons or where there is financial advantage for the taxpayer."

"The department is thus seeking to improve competition in a number of ways; through privatisation, contracting-out, living-off or partnership with private enterprise."

"For operations that remain within the public sector we are seeking greater involvement of commercial expertise through consultancies, through developing potential for commercial exploitation, and through exchanges with and secondments to industry and commerce."

# SHORE EFFORT

UP TO EIGHT ships due to go to the Standby Squadron from 1986 onwards are now to remain with the operational Fleet. In addition, two Rotherham-class frigates due to be withdrawn, next year will remain in the Fleet.

The manpower needed will be found through "a further drive for efficiency in establishments ashore," it was stated when the Defence White Paper was presented in May.

This year there will be about 55 front-line destroyers and frigates in service, with no ships in the Standby Squadron. In the longer term the aim will continue to be a force level of 50 destroyers and frigates, but all of them front-line and none in the Standby Squadron.

By the early 1990s total naval manpower numbers are planned to be some 11,000 lower than in 1981 before the Defence Review.

Saying that within individual Services the shift from the support areas to the front-line is gathering pace, the White Paper adds: "The Royal Navy is drawing on skills and experience within the Fleet to reduce the shore training load; this and a vigorous drive to secure economy in all forms of shore support will reduce the numbers of men employed ashore by 25 per cent between 1981 and 1988."

## Closures

"Three shore establishments will have closed by the end of 1985 and others will close later. The search for greater efficiency will continue in the longer term; in the five years after 1988 a further fall of 15 per cent in shore-based numbers is expected."

These economies will contribute directly to our defence pre-eminence, says the White Paper. The decision on the eight ships would enhance the numbers of destroyers and frigates which would be available at short notice for NATO or

## New efficiency drive ashore

national commitments by up to 20 per cent, compared with previous plans.

There are now 37 warships on order for the Royal Navy.

On weapons, the White Paper says that Joint Service evaluation trials of Sea Eagle, the air-launched sea-skimming anti-ship missile, will take place this year, with introduction into service scheduled for next year.

Sonar equipment for both surface ships and submarines is being improved, and modern long-range radars are being fitted in all Type 42 destroyers and on carriers.

Electronic countermeasures equipment is also being improved and more widely fitted throughout the Navy; new and versatile decoy systems to mislead attacking missiles are under development, to enter service later in the decade.

There are now 12 nuclear-powered Hunter killer submarines in the Fleet, with four

more on order. A further order is expected shortly. First of the new class of conventional diesel-electric submarines, the Type 2400, was ordered last November.

The order for the Type 23 first-class of ship would be placed shortly.

Seven Type 22s are on order, including three replacements for ships lost in the South Atlantic. Two more, including the final replacement, will be ordered shortly. This will bring total number of Type 22s for the Royal Navy to 14.

## Ark Royal

The last three Type 42 destroyers are approaching completion and are all due to be accepted into service in 1985.

The third aircraft carrier, HMS Ark Royal, will be accepted into service next year and it was intended to continue the policy that two carriers should be operational at any one time, with the third in refit or on stand-by.

Steps had been taken to provide interim organic helicopter-borne AEW, and they were working on a longer-term solution based on a development of this system, which would allow them to deploy a flight of AEW helicopters in each of the two operational carriers.

## POINTS

The first four vessels of the new River class of Fleet minesweepers for the Royal Naval Reserve should be accepted into service by the end of the year. Orders have been placed for a further eight.

Fishery Protection Squadron to ensure that fishing equipment and catches comply with fisheries legislation.

RN Clearance Diving teams disposed of a total of over 52,900 explosive items during 1983.

RN and RAF aircraft were called out 1,205 times on search and rescue work in 1983, and 968 people were rescued.

It is planned to order this year a new coastal survey vessel, primarily for work on the programme of surveys for civil shipping.

## Tower of strength

FIRST of the new class of conventional diesel-electric submarines, the Type 2400, has now been ordered, the Defence White Paper said. Meanwhile, the Navy's present Patrol submarines continue to have an important role. Here the Oberon-class HMS Odin, taking a break for a five-day visit to London, passes Traillor's Gate as she arrives in the Pool of London.

Picture: CROPPED Paper Sheet



## Keeping 'em out

AMONG the wide variety of weaponry for the Royal Navy mentioned in the White Paper is the Dutch close-in rapid-fire gunnery system Goalkeeper, pictured here. An reported last month, Goalkeeper was selected for the Type 22 Batch 3 frigates and for the first two Type 23s.

## 'DESIGN AND BUILD' MOVE

A MOVE towards what is termed design-and-build contracts for larger, as well as smaller, RN ships is envisaged in the Defence White Paper.

Explaining that design of major RN ships and submarines is undertaken jointly by MOD and industry, the White Paper says it has been the practice for some time to order smaller vessels on design-and-build contracts, on the basis of competitive tenders. "We are now seeking to extend this practice to larger ships."

Says the White Paper, "In contrast with other items of military equipment, the cost of a major warship rises out the use of prototypes in the design and development process."

## Detail

"Design work therefore has to be carried out in considerable detail before the order is placed for the first-of-class ship. This will itself in a sense be a prototype, but one which must be guaranteed to function effectively."

● An analysis of the costs of a Type 22 frigate gives the following "breakdown" by function:

Floating, 17 per cent; moving, 20 per cent; operating and fighting, 63 per cent.

**Bosun's Call**

We specialise in presentation Calls in authentic regulation pattern, which make a delightful gift or award. Each Call is expertly engraved in traditional copperplate script with any inscription — e.g. rank, rank and number, or a short message to a sailor's girlfriend.

Each Call, on its handsome high-quality 500s. steel chain, is displayed in a simple presentation box with notes on the illustrious history and a guide to prices:

22-carat Gold-Plated Call with gold-plated chain	£11.50
Natural polished brass and copper Call and chain	£5.95
Natural polished brass and copper Call and chain	£5.95
Presentation nickel-plated Call and chain	£5.95

Engraving 80p per line of up to 18 letters and spaces (capsitals count as 2). Maximum 4 lines. Add 60p postage, etc. We aim at return-of-cost service. We also manufacture engraved Regulation "naval rank" Calls at £3.85 and engraved chains at £1.50. Postage: 50p. Special discount for R.N. Association Cadet Units, Sea Scout Troops and clubs on application.

Write: Mrs. N. 124 High Street, Shepperton-on-Thames, Middlesex, UB8 3PH. Tel. 0912 104394.

**Nautica**



# PEOPLE in the NEWS

## Youngest of the breed, Part Two

HMS PHOEBE's claim that 26-year-old PHILIP SHEPHERD is the youngest CPO(OPS)(M) affiant has been holed by a broadside from HMS Avenger.

Not so, says the Avenger, who put forward 25-year-old CPO(OPS) (M) Richard Gough as the youngest of the breed.

Richard picked up his buttons on March 4, 1984, after only eight years and seven months in the Navy.

"Not only is he the youngest," writes the ship, "but he is also probably the first CPO(OPS)(M), having joined as a junior seaman operations and started training as a missileman in 1975."

So there you have it, unless you know better...

### Old man of the sea!

From the young and bold to the old and bold LWEM Mick Bellingall said farewell to Devonport on May 18 after 34 years with the Royal Navy. Mick, who was referred to as "Naled's old man of the sea" on his last ship, is off to sunny California to start a new life with Professor Phyllis Kaplan, whom he married in February.

Their long-distance relationship began in 1979 when Mick's ship HMS Eskimo, called at Rio de Janeiro. Phyllis was there researching for post-doctorate studies.

It was 18 months before the Eskimo returned to the eastern side of the Atlantic and the two could see each other again. Phyllis flew to meet the ship at Puerto Rico and to the commanding officer's amazement was on the jetty to meet the



Richard Gough

Eskimo every time she put in on the eastern seaboard of the United States.

Phyllis is now a professor at the State University of California, and Mick is hoping to work as an electrician when he joins her in San Francisco.

### Salute to Sid

There was a surprise in store for CPO Sid Blain when he arrived at Britannia Royal Naval College, Dartmouth, for his last Divisions after 31 years in the Royal Navy.

The Captain, Commander and parade ground staff had arranged for him to take the salute. His wife, Sylvia, had arrived secretly to watch, as had a group of Sea Cadets from TSS Torquay, of which Sid was once first lieutenant.

### Window on the Medics

To mark the centenary of the RN Sick Berth Branch, Lieut.-Cdr. (MS) Ian Lalimer has created a stained glass window which he presented to the Senior Rates' Mess, RN Hospital Haslar, on April 17.

The window depicts a Medical Branch rating supporting a wounded sailor in the palm of a huge hand rising from the sea. It was designed by Mr. Eric Middleton of Haslar's Medical Graphics Department.

Lieut.-Cdr. Lalimer took a week-end course in glass-cutting at Oxford a year ago. He retired from the Royal Navy on April 17 after 33 years' service.

### Meg's Admirals say goodbye

Mrs. Meg Darby, Personal Assistant to Flag Officer Scotland and Northern Ireland, and husband Tim were invited to lunch by her boss, Vice-Admiral Nick Hunt, to mark her retirement.



CPO Sid Blain takes the salute, watched by Mrs. Sylvia Blain and Cdr. Chris Esplin-Jones (right), Commander of BRNC Dartmouth.

Picture: Charles Peak

Meg has been Personal Assistant to nine FOSNs since 1966, and to her great surprise seven of them were waiting for her at the farewell lunch in Admiralty House.

They presented Meg with an antique gold pendant watch engraved with the words: "Meg — from her Admirals."

The admirals present were Admiral Sir John Hayes, Vice-Admiral Sir Anthony Troup, Sir Cameron Rusby, Sir Tom Baird, Tubby Squires and Nick Hunt, and Rear-Admiral David Dunbar - Nasmith.

### Rescuers' reward

MEM Miles Hedley of HMS Manchester swam 400 yards out to sea to assist a man swept off Weymouth beach on an inflated tube. For his part in the rescue last September, Miles has been awarded a Royal Humane Society Testimonial.

It was presented to him by Rear-Admiral H. L. O. Thompson, Director General Marine Engineering. Miles hopes to become a ship's diver in the near future.



Mick Bellingall... Naled's old man of the sea.

## Ready for take off...



Sub-Lieut. Howard Brown takes off on a unicycle to celebrate the award of his wings. He graduated from RAF Valley, Holyhead, on April 19, after completing Advanced Flying Training at the end of 18 months with the Royal Air Force.

Howard will now train on Sea Harriers. His unicycle was particularly appropriate, because he was the only student on course "100."



Miles Hedley

### Another very Ancient Mariner

More from the Ancient Mariners department: Following our stories about three ex-Navy centenarians, we hear that former CPO William Jury has celebrated his 103rd birthday at Alton General Hospital, where he is not only the oldest, but also one of the liveliest of patients.

"Skipper" Jury, as he is known to his 20 grandchildren and 32 great grandchildren, joined the Royal Navy in 1896, was a torpedo instructor on the Channel patrol in the First World War, and fought in the Dardanelles campaign.

## ZIPPO LIGHTERS

ENGRAVED IN COLOUR WITH YOUR SHIP'S CREST

THE ORIGINAL PETROL WINDPROOF LIGHTERS

GUARANTEED FOR LIFE OR REPAIRED FREE OF CHARGE

DELIVERED DUTY PAID UK OR DUTY-FREE OVERSEAS

MINIMUM ENGRAVED ORDER

50

For full details complete the coupon below and send to:

W. A. INGRAM ASSOCIATES LTD, 36 HERTFORD STREET, LONDON W1

Please send me full details about how to obtain Zippo lighters engraved with my ship's crest

NAME .....  
ADDRESS .....

# 30 years on: The way we were ...

The first paper contained a big feature on the Royal Tournament which was just about to take place; there were lots of Command news items; and some dockyard notes starting with such basics as "What is the dockyard?"

# THE GREAT ENTERPRISE



Men of a Royal Navy beach party guide in a landing craft during Operation Neptune.

"I COUNT on every man to do his utmost to ensure the success of this great enterprise which is the climax of the European war." With these words Admiral Sir Bertram Ramsay unleashed the naval might under his command for Operation Neptune, the assault phase of the largest amphibious invasion ever undertaken.

After more than two years of planning — and before that for a year with nothing to sustain them but hope — the free nations were at the point of driving a stake towards the heart of Hitler's Europe.

Overall title for the Allied invasion was Operation Overlord, but the date of its execution — June 6, 1944 — has become known universally by the military's alliterated jargon for all such assaults . . . D-Day.

The immense forces involved; the great complexity of the problems facing the Allies and the courage required to surmount them have gripped the hearts and minds of the generations from the men who fought to the people who 40 years on are the heirs of European peace.

By the summer of 1944 France had been held in the vice of Nazism for four years and latterly, when invasion from Britain became inevitable, the enemy began constructing an Atlantic Wall of guns, emplacements, minefields and beach defences around the most threatened zones of their crumbling empire.

The first, crucial problem for the Allies was how and where to get ashore. But to make a hole in the wall would not be enough; victory in France and ultimately over Germany could only be won if the forces thrown into the

## D-DAY OPERATION NEPTUNE



beach-head could be reinforced and resupplied faster than the Germans could build up their defending divisions. And the more Allied troops and vehicles committed to the beaches, the greater the task of supply.

They needed a port, but the costly raid on Dieppe in 1942 had taught D-Day planners that an invading army's seed corn would be expended on taking such an installation, which even then might be so badly damaged as to make it unusable for months.

### Deception

That lesson was not lost on the Germans, who with stiff logic blinded themselves to Allied flexibility and ingenuity and banked on their enemies' need for the swift capture of major port installations.

However, the Germans had great difficulty in deciding where the Allies would strike — and were divided on how to react. Field Marshal von Rundstedt, in overall command, wanted to keep his armour reserve back until it was clear where the blow would fall; Rommel was convinced that tanks should be deployed to repulse the enemy on the beaches.

Even after D-Day, the Germans were kept guessing. Clever deception had convinced them of a great build-up of forces where few existed — and that they were poised to strike across the shortest route. Even after the Normandy landings the German High Command awaited the main blow at the Pas de

Calais, where a whole army was held kicking its heels as much as six weeks after D-Day.

In fact, the Allies had only one major target — a 30-mile stretch of coastline in the Bay of the Seine, Normandy, almost at the limit of effective fighter cover from Britain. Here, although formidable, the German defences were unfinished and were mostly weaker than those to the north.

There was no large harbour available in the immediate area, but by June 1944 the Allies did not need one. In complete secrecy they had devised a system of huge, floating jetties, blockships and transportable breakwaters which would be installed off the beaches to form the most remarkable unnatural harbour in the world.

Two such installations — codenamed Mulberry — would be set up within a few days of the initial assault, and as events unfolded they proved vital to the success of the whole operation.

One would be destroyed in the fierce gales which battered the Normandy coast a fortnight after D-Day, but the other, together with the underwater pipelines codenamed Pluto, kept the Allies supplied for months, even after the eventual capture of Cherbourg (which took 90 days to clear of debris and explosives).

Innovation and inventiveness were the keys to success. Weird and wonderful machines of war were devised to overcome particular problems. Landing craft were built or converted to carry anti-

Admiral Sir Bertram Ramsay, Allied Naval Commander-in-Chief on D-Day. His 1,100 pages of orders were carried out almost to the letter.

aircraft guns, rockets, tank turrets, naval guns or even locomotives shipped from Britain to be used on the French railways.

Tanks were equipped with flails to beat paths through minefields, with waterproofing to "swim" ashore, with 95mm mortars to blast to smithereens concrete emplacements or with huge rollers of matting to ease progress over sand.

Among the most successful of the "new weapons" were the DUKWs, landing craft with wheels which could transport men and materials from ships far offshore to points well inland.

### Awsome task

Getting forces ashore, covering their landing, and subsequently protecting their supply lines was primarily the task of the Royal Navy. Under the Allied C-in-C, American General Dwight D. Eisenhower, the man chosen to direct the naval phase of operations was Admiral Ramsay who four years before had organised the evacuation from Dunkirk.

His was an awesome task, and the complexity of Operation Neptune may be gauged by the fact that when he issued his final orders in April 1944, they amounted to 1,100 pages.

Those orders dealt with 138 bombardment ships — including battleships Warpxie, Ramilles and Rodney, 221 escorts, 287 minesweepers, more than 4,000 landing ships and craft, 423

auxiliary ships and craft and 1,260 merchant ships. Seventy-nine per cent of the combatant vessels sailed under the White Ensign.

Their assembly points ranged throughout southern Britain and beyond; they would gather at Portsmouth, Southampton, Weymouth and Plymouth, in harbours great and small from Oban in the Western Highlands to the White Cliffs of Dover.

The great armada would be divided into Western and Eastern Task Forces, the Western group under Rear-Admiral A. G. Kirk USN and the Eastern group under the command of Rear-Admiral Sir Philip Vian. Admiral Kirk's force would cover and effect the landings of two US divisions on beaches codenamed Omaha and Utah, Vian's ships the landing of two British and one Canadian division on Sword, Gold and Juno beaches. Inland 18,000 paratroops and gliderborne forces would be dropped on key areas.

### What date?

Softening-up of the coastal defences and subsequent artillery support would be undertaken by the big-gun battle-ships, monitors, cruisers and destroyers whose firepower would be directed from hundreds of reconnaissance fighters or by Army/Navy forward observation teams who would land with the first waves of troops and force inland.

"Salvors in khaki" would also join in the dangerous tasks of identifying and neutralising beach obstacles festooned with mines, and of organising the beach traffic.

Overhead, the invasion would be preceded by the dropping of 5,000 tons of British bombs, followed up by the bomb loads of 1,630 US aircraft. In all the Allies were to be sustained by 6,000 aircraft flying 14,600 sorties in the 24 hours of D-Day.

Those were the plans. The forces were mastered, the orders written and for Eisenhower all that was left was to name the day. Even that was fraught with complications and pitfalls.

The choice was subject to the correct conjunctions of moonlight, sunrise, weather and tides. Ideal conditions

Turn to next page

## D-DAY OPERATION NEPTUNE

## And the walls came



Crew of one of the Warspite's 15-in. gun turrets ram home a shell. During D-Day the battleships averaged a rate of fire of 85 rounds an hour.



A destroyer (in the foreground) escorts HMS Warspite (left) and HMS Ramillies during Operation Neptune.

Picture: Imperial War Museum



Gone fishing... Members of a Royal Marines crew of a support landing craft take advantage of a full during Operation Neptune.

Picture: Royal Marines Museum

"Every battalion and brigade landed according to plan and without disabling casualties. To this fortunate result the power and accuracy of the naval and air bombardment made an essential contribution" — from the report of Rear-Admiral Sir Philip Vian, Naval Commander Eastern Task Force.

**THE FIRST** massive blows to Hitler's Atlantic Wall were delivered from the vast fleet of warships which appeared without warning at the dawn of D-Day.

A huge weight of shell fell around the Germans, breaking their nerve as well as their weapons.

Most famous ship in the armada was the old battleship HMS Warspite, scarred and seasoned by scraps from Jutland to Salerno, and in her third decade an expert at bombardment.

PO Ronald Martin, in charge of the port-side director, felt the ship's plates tremble beneath him as the Warspite's 15-in. guns opened the account by firing on an enemy battery at Villerville to the east of Sword Beach.

It was the overture to a very long symphony of salvos that would batter Fortress Europe during the next days and weeks, bringing the walls tumbling down. Most powerful of the Royal Navy's bombarding vessels — the Warspite and HMS Ramillies — were allocated to the support of the beach-



PO Ronald Martin... one of the men who directed HMS Warspite's bombardment.



Mid. Peter Dinliss. His station was on the gun control post of HMS Ramillies.

head's eastern flank, which was highly vulnerable to German fire and counter-attack.

The Warspite had been at sea since June 2, having sailed from Greenock. She reached the Eddystone Light on June 5 but by then D-Day had been postponed to the following day.

Martin, an injured sailor who had served in the battleship since early 1942, remembers feeling sorry for the sea-tossed troops in the landing craft who were afflicted cruelly by sickness.

Unfortunately for Martin and his men, *mal de mer* did not affect a portly Chinese NCO who, with an odd collection of war correspondents, photographers, foreign observers and a general, were embarked in the mighty battleship.

The corpulent Chinaman was allocated to the port-side director and somehow managed to eat the D-Day action packs intended for the whole unit. He thought they were all for him.

Meanwhile the ship was beginning to head slowly for France, surrounded by landing craft as far as the eye could see and preceded by 40 minesweepers.

By 0910 she was 11 miles west of Le Havre and proceeded to give the menacing battery at Villerville the whetstone. Not long after that the Warspite,

and the Ramillies ahead of her, themselves came under attack from German torpedo boats which had taken advantage of smoke laid by the Allied vessels as a screen against heavy guns at Le Havre.

Two torpedoes passed between the Warspite and the Ramillies and one hit and sunk the Norwegian destroyer *Svenner*. Although she broke her back and sank rapidly, most of her men were picked up.

### Revenge

The Warspite, however, took some measure of revenge. Martin, directing fire at the raiders as they bolted for safety, helped to destroy one of the torpedo boats at a range of 14,000 yds.

Throughout that day and the next the battleship pounded away relentlessly at German positions, despite being harried by air attacks and return fire. She expended 400 15-in. shells before returning to replenish at Portsmouth on June 8.

"During the all-night loading the Americans specifically asked for Warspite at the Western end," recalls Mr. Martin. "Then on June 11 we switched back to Gold Beach and demolished a large concentration of enemy troops and tanks in a wood."



A loco idea... a tank landing craft converted to transport locomotives across the Channel. As the Germans retreated the engines were used on the French railways.

Picture: Royal Marines Museum

## THE GREAT ENTERPRISE

From preceding page

(apart from weather) could only be met on a small number of days each month, and the only such days in June were the 5th to the 7th and the 18th to 20th.

On May 25, Eisenhower confirmed D-Day as June 5, but bad weather forced him on June 4 to postpone for 24 hours. At 0415 on June 5 the weather was still bad but with a prospect of improvement, and there seemed no possibility of a postponement until June 7 because the ships, many already at sea,

would run into fuel problems. It was June 6 or June 18-20.

After listening to all opinions in what is now the war-room bar at Southwick House, HMS Dryad, the General launched the operation with three prosaic words: "OK, we'll go."

Admiral Ramsay subsequently remarked: "A postponement of one more day would in the event have proved disastrous owing to the conditions of sea off the beaches. The problems arising out of a postponement of 12 to 14 days to the next suitable period are too appalling even to contemplate."

For by that time some of the worst summer gales on record were sweeping the Channel, and though they caused much devastation and off the landing beaches, it was by then too late for the elements or the Germans to knock the Allies off their perch.

With only a few exceptions the plan was executed as ordered, catching the enemy completely by surprise. Brave flotillas of minesweepers, some merely trawlers, carved safe swathes through Allied and German minefields alike; as dawn broke on June 6 the shells and shocks of the great ships blasted Hitler



# tumbling down

HMS Warspite pounds enemy positions on the Normandy coast.



Sub-lieut. Desmond Cassidi. Now an admiral and a knight, he helped to set a course for the beaches.

"A German tank commander made the fatal mistake of sitting on top of his tank with a cigarette, and was seen by our dauntless spotter. An unusual gunnery order was given: 'Fifty rounds 15-in. Rapid fire!' It did the trick, as the increasing human error in rapid fire made the shells chase the vehicles outwards."

Not far from the Warspite as she headed towards Normandy on June 6 was young Midshipman Peter Dimmis sitting on the armoured gun control top of the Ramillies. He and a Royal Marines lieutenant were taking occasional sips of brandy from their hip flasks to keep at bay the chill and the buffets.

## Vast procession

Lower down in the ship another young officer looked out in wonder at the crowded sea. Sub-Lieut. Desmond Cassidi had seen nothing like it...

"Ships were coming from everywhere — a vast procession, hundreds eventually."

Later, the heavens seethed with activity, too. "All these years after, I can still clearly recall the major air landing which began soon after dawn — the sky full of aircraft, mainly Dakotas towing gliders, and the continuous stream of



Picture: Imperial War Museum

landing craft heading for the shore."

Decades on, the 19-year-old "subbie" would, as Admiral Sir Desmond Cassidi, become the Commander-in-Chief Naval Home Command. But in June 1944 he was the new boy, having joined the ship the previous month after what he describes as a surfeit of concentrated courses ashore.

He was on board to obtain a watchkeeping certificate and, as standby navigation officer, had been proud to play a small part in preparing the Ramillies' route to the beaches. He and his fellows knew they were helping to map the course of history.

In the dawn attack by the torpedo boats, the Ramillies had at first opened fire with her 6-in. armament. Then, when the persistent enemy pressed on, Mid. Dimmis observed the big ship's

Turn to next page



Guns of HMS Warspite's secondary armament blast the shore. In the foreground is a multiple pom-pom anti-aircraft weapon.

deeper into the mire of defeat.

On June 11 Rommel reported to him: "The effects of heavy naval bombardment are so powerful that an operation either with infantry or armoured formations is impossible in an area commanded by this rapid firing artillery."

On the first day more than 21,000 Allied men, 1,742 vehicles and 1,695 tons of stores had poured on to the soil of France. But not without cost. There were few casualties among the warships, but the landing craft suffered heavily — hundreds were lost or disabled, half the

casualties falling foul of beach obstacles.

Cost in lives was heavy on some beaches, light on others. The Americans had the worst of it, losing 1,465 killed, most of them on Omaha in the bloodiest fighting. Canadian dead numbered 335, while the British toll is estimated at about 1,000. It was far less than the Allies had expected.

In subsequent days the bridgehead was widened and the sustaining flood of men and material was inconvertible until on July 5 the millionth Allied serviceman stepped ashore in free France.



An aerial view of Mulberry Harbour B off Arromanches (which can be seen in the bottom right-hand corner). This prefabricated port took a battering during the severe gales in late June, but unlike Mulberry A in the American sector, the structure survived to keep the Allies supplied for months.

Picture: Imperial War Museum

# D-DAY OPERATION NEPTUNE



Picture: Imperial War Museum

"THE standard of discipline on the beaches was not wholly satisfactory. This was manifested, as in previous operations, not only in laxity of dress but also in men working on the beaches and crews of landing craft proceeding inland on

unauthorised sightseeing and souvenir-hunting expeditions." Perhaps it was scenes like this that prompted a senior officer to deliver that brickbat. The sight is certain to bring tears to the eyes of any self-respecting Master-at-Arms, but this ragamuffin

group may have had some little excuse. They are Royal Navy Commandos and had the unenviable task of going ashore in the first wave to defuse mined beach obstacles, in several places they worked under fire. Many were killed.

**FOR Petty Officer Telegraphist Reg Clarke, the end of his participation in Operation Neptune came abruptly on June 7 when he found himself under the 88mm gun of a German Tiger tank — six miles inland.**

Clarke was one of about 100 "sparkers" who were landed in the initial assault to spot targets for the bombarding ships. As a member of Combined Operations his blues were forsaken for khaki battledress, he served alongside soldiers and his orders were given by a Royal Artillery officer.

For a year he had been trained to act as the long-range eyes and ears of the Fleet. At the time he little realised what that would mean, he had no thoughts of heroics, for as a veteran of the Battle of the Atlantic he had contemplated the possibility of being killed, and he wanted none of it.

## Rosaries

As he embarked in Landing Craft Infantry No. 300 on June 5, 1944 he was still unsure as to whether it was all just another exercise, and was at first ignorant of the vast size of the invasion force being assembled.

Around him, men of the 3rd British Division played cards, read nervously or fingered rosaries or crucifixes; officers and men joined in small talk about their families and jobs in Cwty Street. "Men of all ranks were equally vulnerable that day," he recalls.

His main preoccupation — and that of fellow telegraphist Stan Parker — was whether they would ever locate their signal vehicle embarked in another craft. "Unlike many, Clarke took the sight of the great invasion fleet with aplomb. He was amused, though, by the barrage



PO Tel. Reg Clarke (centre) with two other "sailors in khaki" in Marlag naval prison camp, Bremen.

bulloons fixed to many craft as if they were there to help the heavily-laden vessels remain afloat. That amusement turned quickly to annoyance when, for the first time in his naval career he was seasick.

There was little consolation for him in blaming the shallow-draught landing

## And the walls came tumbling down

From preceding page

15-in. "bricks" being hurled out to dislodge them. As with the Waspie, E-boats were not the only problem to confront the Ramilles. On one occasion return fire from the shore got a little too close for comfort and Sub-Lieut. Cassidi was treated to another impressive sight: that of an R-class battleship going full astern as she changed position.

## Anchorage mined

With darkness came the renewed threat of E-boat attack and the Ramilles was ordered to spend the night among anchored merchant ships. But it was not going to be as snug as Mid. Danis, and many others, expected. "A short while after we had dropped anchor the merchant ships upped their heads and steamed away. To add to our problems the anchorage was mined during the night and, consequently we had to manoeuvre at anchor until the sweepers had cleared the area."

## Worn guns

After days of action, the Ramilles carried out an all-night bombardment of German defences around Caen. Everyone became fatigued as the night wore on, and Sub-Lieut. Cassidi was no exception. He was even able to snatch some sleep near a heavy 15-in. gun. That last bombardment had completed the exhaustion of the ship's guns: the rifling of four of them protruded from the barrels and she had to return to Portsmouth for the worn weapons to be replaced.

far worse than anything he had experienced off Normandy.

It was not surprising that the Ramilles' guns had given out. Off the beaches the battleships were going through 15 to 20 years of gun life in as many hours. On average the 15-in. vessels poured out shells at the rate of 80 per hour, while cruisers kept up a barrage of three shells a minute. After the operation, Admiral Vian reported: "Better results were achieved in Operation Neptune than had been expected from the Inter-Service Committee's report on fire support and seaborne landings... Firing broke the enemy's nerve and no accurate return of fire was experienced during the assault period... The retention of battleships in a future assault is considered necessary. The range and hitting power were of decisive value to the Army on several occasions."

## Gruelling

It was not only the big ships that piled on the agony for the enemy ashore. Light cruisers and destroyers put their weight behind the seaborne battering with devastating effect. In Y turret of the cruiser HMS Diadem, 17-year-old Marine Leslie Garrett's job was to lift the cordite charge from the magazine hoist and on to a tray behind the high explosive shell. "Next cordite charge in hoist... bend... lift on to tray... rammed home... breach and interceptor closed..."

At 0530 on June 6 the Diadem's guns opened fire on a battery south of Ben-sur-Mer, Juno Beach, and for the teenage Marine it was the beginning of many gruelling days.

There was no time to think as he performed his mechanical task: "Next cordite charge in hoist... bend... lift on to tray... rammed home... breach and interceptor closed..."

"Recall... causing ejected... air blast expels fumes... smell of cordite fills the turret... next cordite charge in hoist..."

Time after time the process was repeated in the Marine-manned turret.



HMS Diadem. Action station for Marine Leslie Garrett (left) was in the aftermath turret. At one point he thought the ship was being sunk.



the cordite and carried it out on to the quarterdeck.

Garrett followed him, whereupon the sergeant thrust the still warm casing into his arms and gave him a terse order to "Ditch it!"

## Deafened

The sergeant returned to the turret and left the young marine alone with his problem. Glancing apprehensively towards six death charges stacked on the stern nearby, he edged towards the starboard rail. Above him X turret Marines blazed away and his own gun now recommenced firing. A great "SWOOSH!" startled him as ahead a rocket-firing landing craft discharged its weapons towards the shore with a roar of flames. Garrett was impressed but not amused.

All around him were the sights and

sounds of destruction. In the haze to the east he saw the wreck of the Sverner, its back broken and sinking in a defiant V-shape; the shoreline was shrouded in smoke interspersed with flashes, while the gun and rocketry of hundreds of vessels blasted away.

Deafened by the din of war, he reached the ship's rail and heaved the unstable charge over the side. Out there, alone, he was overwhelmed by the feeling of being ridiculously exposed to danger. He suddenly identified with a character from a poem he had been taught at school. Recalling those lines which he had learned not so long before, he recited "The Boy Stood On the Burning Deck" to sustain himself as he made his way back to the relative safety of the turret.

With the heavier cruiser HMS Belfast close by to the west, the Diadem

# with a Tiger

craft, or in the fact that almost to a man the 3rd British Division had thrown up shortly after pulling out of Newhaven 18 hours earlier.

So when LCI 300 finally beached, Clarke greeted Normandy with relief — at first. The shore at Lion-sur-Mer, Sword Beach, was under terrifying fire and no sooner was he on the strand than Clarke deduced himself single-mindedly to getting off it.

Eventually, by mid-morning, he and Parker managed to rendezvous with their self-stopped vehicle in an orchard, and Clarke exchanged his weighty, backpack radio and Morse key strapped to his thigh for more sophisticated equipment.

## Havoc

From now on he, Stan Parker, two other men and a Royal Artillery captain would form Forward Observation Bombardment Party 81.

For the rest of that day and much of the next they helped to cause havoc among the Germans, transmitting target information to the Fleet, then watching as the shells rained down with great accuracy. A single, well-placed salvo was often sufficient for such ships as the Ramilles, the Arctura and the Wasps, all of which were directed at times by FOB 81.

D-Day has been described as the longest day, for Reg Clarke it passed quickly. It was only the harrowing moments which seemed to last an age, and for the petty officer the afternoon of June 7 was about to become one of the longest in his life.

When the 2nd Battalion the Royal Warwickshire Regiment was ordered to

continued pounding away with her eight 5.25-in. guns throughout the day. During an evening lull Garrett watched Allied aircraft attacking over the Orne estuary, heavy flak bringing down four Marauder bombers.

In the last hour of D-Day the cruiser was herself attacked by six enemy aircraft and the degraded gun crews were in action again. With pom-poms and Oerlikon cannon joining the cacophony, the ship shuddered so much that the men in Y turret thought she had been mortally hit — but the nearest bombs had fallen 50 yards away.

Garrett and his comrades had not slept, washed or shaved for 52 hours, and early the next day it all began again. After a further 48 hours of more air attacks, the Diadem went close inshore to pour 30 salvoes into a German position in a farmhouse, and in the afternoon dealt out similar treatment to an enemy strongpoint on which the marine counted 64 shells fired from his turret alone.

## False signals

During the night the ship bombarded enemy armour counter-attacking the British forward positions. But on the fourth day off the beaches the gunners were perplexed and upset to learn that at one point they had been bombarding friendly troops. The Germans had given the ship false information using the Diadem's radio frequencies and a captured German radio.

On June 12 the cruiser returned to Portsmouth to replenish her ammunition, but by the morning of June 14 she was back off the beaches bombarding throughout the day and firing her 17-inch round since D-Day.

Three days later, Grand Admiral Doenitz's liaison officer at Hitler's HQ telegraphed that "our attacks make no advanced within the range of enemy naval artillery... The Führer sees the only possible relief for the long-term in the elimination of the enemy naval forces, primarily the battleships... but it was too late. The breach which had been made in the wall was irreparable.

engage the enemy in Lebesby Wood, north of Caen, FOB 81 was with them to direct fire from the Arctura.

The attack ran into immediate confusion. Clarke's vehicle, advancing with Bren carriers in a sunken lane between woods, was ambushed with the rest of the column. It was impossible to turn around. There was no alternative but for the radio vehicle to be driven ahead into Lebesby, less than two miles from Caen and well inside enemy-held territory. FOB 81 was heading into a village which would not fall to the Allies for another month.

They managed to escape the ambush in the lane, but were merely out of the firing pan. As they drove into open country the vehicle was halted by a mighty explosion. The Army captain in the front seat and the man beside him were killed. The vehicle and radio equipment were wrecked, but Clarke and Parker managed to tumble out of the back where they were immediately surrounded by German soldiers.

## Despair

Stunned and shaken, his hands held up in surrender, Clarke looked ahead at the broken bridge and saw the cause of its destruction. For a Tiger tank — he needed no identification, after all, he and his team had spent the previous 30 days destroying enough of them — though from a more respectful distance.

His first night in captivity was spent uncomfortable and nervously in a slit trench with 30 German soldiers, and under the guns of the ships whose fire he had been directing just a few hours before.

At first light the prisoners were marched into the battered town of Caen where, to his horror, he was held in the German army barracks. His emotions were those of aggressive despair, for he knew of the plan to pound Caen that day from the ships and from the air.

## Threats

As planned the British launched their ceaseless bombardment and Clarke drew little comfort from the fact that he was sharing with the enemy the terrifying order of being at the sharp end of a British onslaught.

He survived, however, and with about 100 other prisoners under close escort picked his way out of Caen through an eerie, early morning scene of death and destruction.

So began a long, three-month trek to the German navy's POW camp at Bremmen where other dangers and distresses awaited him. At first his captors threatened to shoot him because, they asserted, he was wearing the wrong uniform in breach of the Geneva Convention. 'As it was, he spent several months in forbidding jails.

## 'Lost at sea'

"For me 324 longest days began on D plus One," he now recalls. "Perhaps the woods and fields of Normandy were not the best places for sailors to go into battle, but many hundreds gave their lives on the beaches as well as inland."

"They were the real heroes of the Khaki Navy. Several wireless telegraphists dropped by parachute with the airborne forces. Many were erroneously recorded as 'lost at sea'."

"If the ultimate sacrifice was inevitable, perhaps, as men who had volunteered for the Royal Navy and served almost in General Service, that is what they would have wished."

● On May 24, 1945, Reg Clarke was presented, with other selected POWs, in the King and Queen at Buckingham Palace. He was demobilised from HMS Daedalus in 1946 and resumed studies as an architect. Last year he retired early from his job as Design Manager with the Laing Group. He and his wife Patricia have two married daughters and a young granddaughter and now live quietly in the Oxfordshire village of Horton cum Studley.



A Royal Navy Beachmaster's HQ on the Normandy beaches. There's a trying and dangerous job.

Picture: Imperial War Museum

# Masters of the beaches

"The task that confronts Beachmasters on first landing is superhuman. The beaches are long and difficult to inspect quickly and easily. The beach parties are extremely vulnerable. Things are happening very quickly on all sides."

from the report of the Naval Commander, Sword, Rear-Admiral A. G. Talbot.

IN EARLY 1944, Lieut. Ronald Paterson RN was standing by his first command — Landing Craft Gun (Large) 831 building on the Clyde. She was not honoured with the title HMS, yet was not an insubstantial vessel, mounting two 4.7-in. guns, nine Oerlikon cannon and with a crew of three officers, 40 Royal Marines and 12 sailors.

Among the complement was a French civil petty officer who, in common with other Free Frenchmen fighting under British colours, was constrained to use a pseudonym. In deference — or perhaps with irreverence — towards a former enemy of France, he chose the name of Horatio Nelson.

All seemed set then for Ronald Paterson's role in the Normandy landings — alongside Horatio Nelson. But soon after LCG(L) 831 arrived at Southampton to join her flotilla, Lieut. Paterson found himself on the beach, in



Lieut. Ronald Paterson... Assistant Beachmaster in the Canadian sector.

the most literal sense of the word.

The gunships were intended to beach before H-Hour and knock out enemy strongpoints, thus allowing the infantry a safe run. On a training exercise, the senior officer of the nine-vessel flotilla stranded his craft and Paterson's command was relinquished in his favour.

The young Scot was appointed instead as Staff Officer Operations to Capt. Colin Maude, destined to be Beach Commander, Juno. Maude was a charismatic figure who, as commanding

officer of a destroyer sunk in Arctic seas, had survived in the water for more than an hour, because, he said, "I knocked back a bottle of whisky before I jumped." As a result he ordered all his staff to carry a bottle of Scotch when they landed.

Task of the Royal Navy beach parties was to synchronise the discharge of all craft and shipping, provide communications for the job, dispatch ships and craft after discharge, supervise repairs and administer naval personnel ashore.

## High casualties

Assistant Beachmasters, such as Lieut. Paterson, would take the first step in setting up the beach organisation by landing with the assault infantry — and taking proportionately heavy casualties in the process.

Principal Beachmasters, accompanied by the remainder of the RN beach commanders, would follow about half-an-hour later and start their thankless task of reducing the initial chaos left by the assault forces.

Ronald Paterson reported for his new duties at HMS Vectis, Cowes, two months before the landings. He had in his care invasion maps, was in liaison with 3rd Canadian Division and the staff of the Pico oil pipeline at Shanklin. He took part in trials and exercises. He slept at his desk.

On June 3 he collected his unfamiliar khaki uniform, his pistols and survival kit.

Turn to Page 26



Combined Operations personnel, some wounded, take cover as their beach comes under fire.

Picture: Imperial War Museum

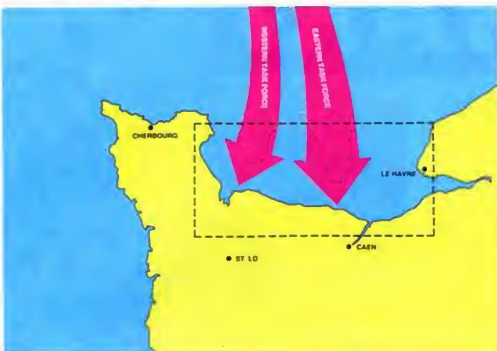
## How the Navy solved the riddle of the s

### Low profile

## German radar

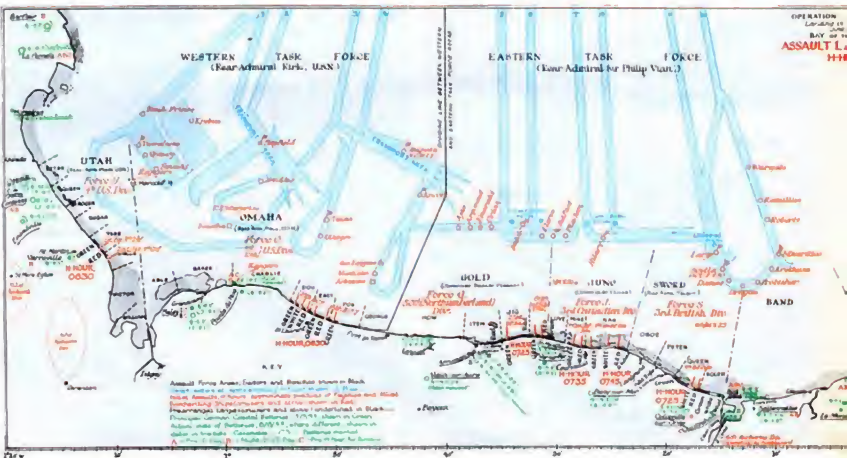
### Midget subs

When the tiny craft was close to the Normandy beaches, a Royal Engineer officer and a sapper emerged to swim ashore. Major Scott Bowden and Sgt. Ogden Smith investigated the bearing qualities of the beach with probes, took sand samples and, before they swam back to X-20, they even dug up a mine for examination by experts in Britain.



Lieut. George Honour and (right) the midget submarine X-23 which carried Allied amphibious forces into Sword Beach. The picture, by the Submarine Museum, was taken off Normandy shortly after X-23 was recovered.

# THE PATHFINDER



Picture Imperial War Museum

This plan of attack from the Royal Navy Battle Summary (still on the secret list) shows the dispositions of major elements on the D-Day fleet at H-Hour. The map also shows the locations of coastal batteries and pre-arranged targets. The map above shows the plan in detail. Pictured left is Lieut. Glen and his crew in an LCP(L) off Mulberry B on June 9, 1944. They were not fitted for the reconnaissance operations six months before. As a result, the Superintendent of the Tidal Branch of the Navy's Hydrographic Service, who was in charge of the operation, had to make a last-minute decision to use the LCP(L) for the reconnaissance mission.

... and lit a b

To ensure that forces — especially

amphibious tanks — landed on the correct beaches it was essential to have the facility of navigational beacons. They could not, of course, be erected on land. They would have to be mounted on vessels, but surface craft lying half a mile offshore for a day or two were certain to be detected. Only submarines had a hope of carrying out the task in secret. And they would have to be small.

Hoodspeth in X-20 and Honour in X-21 would carry out the special mission designated Operation Gambit. George Honour, suspicious of the title, looked





# D-DAY OPERATION NEPTUNE



Tanks and armoured carriers crowd the shore as a Commando landing craft prepares to be hoisted.



Royal Marine Commandos were ashore near St Aubin. One is carrying a small motor-cycle.

FACING the severest test of their fortitude and courage since their formation into Commandos a year before, Royal Marines assault troops bore the brunt of some of the bitterest fighting to win the beaches.

On the eastern flank, 45 Cdo and three Army Commandos formed the 1st Special Service Brigade under Lord Lovat. Task of the brigade was to land on Sword Beach, seize high ground around Ouistreham, link up with 6th Airborne Division which would be dropped to the south, and hold an area east of the Caen Canal and River Orne.

Their baptism of fire came when they were still a mile offshore and German guns opened up, hitting many of their 45th landing craft. For Sgt. Arthur Gray, leading a support section of A Troop, there seemed little to do but grin and bear it as he crouched in the bows of his landing craft.

"B Troop's craft on our starboard was hit, black smoke billowing up from the bows, but she sailed on. Then dawn went the ramps in our craft, pushed over the bows by gallant seamen."

A shell exploded alongside the vessel, rocking the ramps and throwing one of

his comrades into the sea. He and others grabbed the floundering man and, in three feet of water, waded on to a shore swept by enemy small-arms fire.

"There was a strident roar from the second-in-command, Major Nicol Gray, who was aboard with A Troop, telling us all that this was France and that we had to stay. It spurred us on despite personal loads of 60lb., consisting of spare ammunition, signal sets and lightweight ladders for bridging."

Harassed all the way by machine-gun fire, the commandos scrambled across the beach and through swamps to a wood half-a-mile inland where they came under mortar fire. Sgt. Gray beating one of the lethal mortar bombs "by a short head" when he was called to a briefing in a ditch.

There was fierce fighting around Ouistreham and the canal and River Orne crossings, the commanding officer

of 45 Cdo (Lieut.-Col. Charles Ries) suffered severe wounds at a crossing over the Orne, known since the landings as Pegasus Bridge.

By late morning the Marines had made the link with 6th Airborne and moved on, under Major Gray, to their next objective — Merville. Sgt. Gray and his comrades had heard over their radios that an enemy battery encoined in the locality had been silenced, but the Germans returned to man their guns before the commandos attacked. A Troop once more came under heavy fire before they ousted their stubborn opponents.

Thankful that his section was still intact, Sgt. Gray sited his Bren-gun group in the eastern part of Merville and then spent an uncomfortable half-hour as mortar bombs and machine-gun fire were directed his way from a small wood.

Mortar fire, shelling and spasmodic attacks went on through the night. But there was time to brew up and take stock. In 24 hours Gray had sailed from Warshar near Southampton, crossed the Channel and had landed in France. He had survived the beach defences and the gauntlet of fire inland; his unit had crossed a canal and a river, had taken a village and all the men under his command were alive.

Yet they were still vulnerable, and Gray was all too conscious of that. They were holding on at the eastern edge of the Normandy beach-head near an area where German tanks had been reported. Their commanding officer had been knocked out of the campaign, ammunition was running low and over two miles separated them from their comrades. Inside their defensive position were German prisoners and several of their own wounded.

But 45 clung to France, standing firm for many more days of bitter fighting against an enemy threatening to surround their advanced position.

A few miles to the right 41 and 48 Cdos (Lieut.-Cols. Gray and Moulton respectively) had landed in the initial assault with the 3rd British and 3rd Canadian Divisions.

## Reef

On this sector, straddling the dividing line between Sword Beach to the east and Juno to the west, was a stretch of shoreline protected to seaward by a five-mile long reef which separated the two units.

For the commandos there, almost everything seemed to go wrong. On the western side of the reef, 48 Cdo's front, it had been intended that a Canadian battalion would clear the beach defences after the landing area had been sub-

## Masters of the beaches



Beaches crowded by vehicles, obstacles, landing craft and men gave the Beach Masters a "superhuman" task.

### From Page 23

equipment. The next day he embarked in the Munters and on June 3 sailed for Spithead to join the invasion fleet.

Off Juno Beach, Lieut. Paterson experienced his first shock of D-Day action when, close alongside his ship, an escorting destroyer was sunk by a mine. (This was probably HMS Wrestler, one of only two destroyers lost on D-Day.)

The other was the Norwegian ship Svenner, torpedoed off Sword Beach. For him there followed an uncomfortable, two-hour trip in a Landing Craft Assault until, at 07.40, he went ashore with his party near Courseulles.

## Groesome

Trying to avoid mines secured to beach obstructions, the lieutenant waded in, holding above his head a briefcase containing secret maps, operational orders, field postcards, 200 Occupation France, and — in execution of Capt. Maude's order — a bottle of Haig scotch. (The Occupation France could, by order, only be spent on "Camberbert cheese and French postcards.")

They set up HQ in a knocked-out enemy gun emplacement, first having to undertake the gruesome job of removing the bodies of the former occupants. There was a constant flow of men and vehicles over the beach and Lieut. Paterson's party were kept busy sorting out traffic jams, removing and marking such obstacles, supervising the embarkation of wounded for return to the UK, and ensuring the speedy disembarkation of men and equipment immediately an

incoming craft hit the beach.

By midnight Paterson was tired and still wet. The Haig worked wonders.

Next day work began at 05.00 and proceeded under occasional fire from enemy snipers. Among the casualties Paterson evacuated were, ironically, survivors from the craft which he was to have commanded — LCG(L) 831. It had hit a mine.

By D plus Three, blockships (codenamed Gooseberries) were in position off the beach, giving better protection to the landing craft. Over the next ten days the beach party shepherded supplies of ammunition, petrol and com-pu packs to 3rd Canadian. Meanwhile, the mine-infested shore was being thrashed constantly by tanks equipped with heavy chain flails.

And so it continued until June 18 when traffic over the beach was halted by the great Channel storm which raged for days. Coasters were called in to the small harbour which had been cleared at Courseulles, but even so evacuating the wounded proved difficult.

Morale was boosted on June 22 by an improvement in the weather and a visit to Juno Beach by the King, Churchill and de Gaulle. Three weeks later Lieut. Paterson was back in Britain to prepare for another D-Day — on Luzon in the Philippines.

● Ronald Paterson retired from the Royal Navy as a lieutenant-commander in 1950 and was subsequently ordained into the Church of England. He is now Vicar of Swannome, Hants., and Chairman and Chaplain of the D-Day and Normandy Fellowship.

# Craft that pressed on through a gauntlet of fire



Marines push inland to their objectives.

Picture: Imperial War Museum

Lieut-Col. J. L. Moulton. He led 48 Cdo through a hail of fire.



Sgt. Arthur Gray who, with A Troop 45 Cdo fought his way inland.

# by land

jected to intensive bombing and bombardment.

The fire had not, however, been brought down as planned and the Canadians proceeded with their primary task of penetrating inland, leaving one company and a few tanks to deal with a congested, mined and wired strongpoint.

"St Aubin Beach remained under close-range fire from the strongpoint immediately above it, and the under-water beach obstacles, 'Rommel's asparagus', could not be cleared until later that day," recalls Col. J. L. Moulton (now a retired major general).

"Despite this, beach signs were erected cutting in the second and later waves of landing craft, and no attempt was made to direct them a few hundred yards to the flank, which would have saved many lives."

Moulton's Commando was equipped with Landing Craft Infantry (Smalls)

which, despite their designation, were more than twice the length of Landing Craft Assault, less manoeuvrable, more vulnerable to beach obstacles, presented bigger targets and were harder to beach on a crowded shore.

Col. Moulton watched with envy the LCAs operating successfully in contrast to the sinking and beached-to LCI(S)s with which his unit was equipped. Three of the six craft came to grief on the unleared obstacles.

The colonel's own LCI stuck momentarily on 'Rommel's asparagus', but luckily was carried by a wave on to the beach. "As this happened the German strongpoint opened fire, mowing down men in the landing craft nearest to it. Trying to swim ashore, men were drowned."

From his craft he ordered smoke bombs to be fired from mortars which he had had the foresight to mount in each

vessel. The effective screen allowed his men to get ashore as best they could.

Col. Moulton managed to muster what remained of his 600-strong unit at a pre-arranged rendezvous. At half-strength, seriously disorganised as it left the beaches and with many of its best officers and men killed or wounded, 48 Commando nevertheless proceeded to carry out its orders: to clear German defences along the coast to the east and link up with 41 Cdo.

At first they met only light opposition, but in the village of Langrange they found another strongpoint, concreted into a block of houses on the sea front. An attack by B Troop failed and its commander was killed.

Col. Moulton started to lay on a heavier attack, but his brigadier came up to warn him that German armour was heading towards his position. The attack had to be called off and the depleted 48

Cdo was ordered to defend the village.

Next morning Col. Moulton was relieved to learn that the enemy tanks had been halted just a mile or two from his position. Then: "Some of our own self-propelled guns came up. Firing point-blank, they smashed a concrete wall, allowing us to get into the strongpoint and capture it."

There followed a few quiet days for the men of 48 until they were ordered to move once more — across the Orne.

The D-Day experiences of 41 Cdo on Col. Moulton's left were no more convincing. Their landing was costly and they were pinned down on the beaches, with their radios out of action and unable to transmit calls for fire support. They were eventually reinforced by two Army battalions, but night fell with 41 still short of their objective.

There were problems, too, for 47 Cdo, landing on the far right of the British/Canadian sector. They lost a quarter of their 16 landing craft off Port en Bessin, Gold Beach. Of the survivors, 11 had to be beached and only one was able to return to the parent ship.

## Undaunted

Weapons and equipment had gone down but, undaunted, 47 Cdo hoped to put matters right with the capture of enemy material from a village expected to be in American hands.

The GIs, however, had run into serious problems on the commando's right. They were pinned down in bloody conflict on Omaha Beach and had not reached the enemy-held village. Whatever prizes of war were there would have to be fought for.

Having cleared the beach, the commando later took Port en Bessin from the rear, eventually being able to call down support for fire after a delay caused by radio problems.

The remaining Royal Marines unit, 46 Cdo, under the command of Lieut-Col. Campbell Hardy (later General Sir Campbell Hardy), went ashore at Sword Beach on June 7.

Three days later they were locked in battle with elements of the German XII SS Division at Le Hamel. Meanwhile, 41, 47 and 48 Cdos had all been deployed on the left of the 6th Airborne east of the Orne and shortly after 46 Cdo joined them as well.

## Gunners

In all, 17,000 Royal Marines took part in Operation Neptune — not only as assault troops, but as gunners in warships. Royal Marines supplied two-thirds of the crews of assault craft, most of the crews of minor landing craft during the build-up on the beaches, and the headquarters of those craft in the British sector.

The gun crews of support and flank craft were also provided by them and the Admiralty authorised RM officers with appropriate qualifications to command these vessels.

Marines provided half the men for the hazardous task of beach clearance, formed port parties, camp staffs, hard parties and signal units. More perhaps than any other operation, Neptune epitomised the motto of the Corps: "Per Mare Per Terram" (By Sea, By Land).

"Conditions of wind and sea on the day of sailing were in my appreciation unexpectedly severe for the launching of an operation of this type and imposed a high test on the landing craft crews. Their spirit and seamanship alike rose to meet the greatness of the hour and they pressed forwards ashore, over or through mined obstacles, in high heart and resolution; there was no faltering and many of the small landing craft were driven on until they foundered." — from the report of the Allied Naval Commander Eastern Task Force, Rear-Admiral Sir Philip Vian.

SHELLS howled around Able Seaman cox'n Jim Edwards as he drove his assault landing craft towards Juno Beach. Over his head passed rounds from bombardment ships, but as Edwards guided LCA 416 (Boat No. 5) through choppy sea to close with the shore, his bow man shouted a warning about the "friendly" fire:

"Those blighters are dropping short!"

Edwards saw shell splashes in the water ahead and realised that they were not caused by fire from the ships. "They're going the wrong way," he shouted back. "They're coming out, not going in!" The Germans, he seemed, were making a determined effort to get LCA 416.

As he neared the beach the noise of gunfire and exploding mines was deafening. Several landing craft had hit obstacles and were out of action. Edwards



AB Jim Edwards ... dodged the beach obstacles.

had to use all his skill to weave slowly in and out of 'Rommel's asparagus', eventually managing to beach the craft and get all his soldiers safely ashore.

He had a good crew — the bow man, the stern sheet man and a jolly good stoker named Bert Buckley. He could depend on them all.

He would need to, for getting away from the beach was even more arduous, the rough swell making it difficult to dodge the maze of mined obstacles.

On his way back to his parent ship, HMS Duke of Wellington, Edwards found that his flotilla officer, a Lieut. Corbett, had not been so lucky. His boat had been holed, but had remained partially afloat.

The lieutenant was perched on the port corner of the stern end, the only part above water. "Hello, No. 5," he said calmly as Edwards drew alongside. "Glad you came along." Edwards embarked the stranded officer and completed the run to the ship. Then it was back to the beaches again . . .

Over at Gold Beach, Marine Gordon Lawrence couldn't help shouting at his landing craft was slightly under-gunned for its task of knocking out an emplacement at Le Hamel.

He was a member of 310 Flotilla (composed of ten Landing Craft Support (LCS) armed with six-pounder guns).



Digging in . . . RM Commandos make their position as secure as possible after relieving glider-borne troops — possibly those of 6th Airborne Division.

Picture: Royal Marines Museum

Turn to next page

# D-DAY OPERATION NEPTUNE



Royal Marines gun crew of LCG(L) 1007 snatch some sleep after the initial assault. Many of the support landing craft were frighteningly vulnerable as they sat close offshore while bombarding strongpoints.

Picture: Royal Marines Museum.

## GAUNTLET OF FIRE

From preceding page

from Churchill tanks, and light machine-guns. They had taken part in the Studdard Bay practice invasion and had already carried out many patrols along the French coast. On June 5, Lawrence's craft — LCS(L) 251 — had left the Isle of Wight with the main fleet, crossing the Channel in the wake of a destroyer. When the ship turned off and fired, LCS 251 carried on towards the beach. "As we opened fire one of the most frightening things was the rockets being fired over our heads by the LCRs behind us," recalls Mr. Lawrence. "We reached our target after some time and were

firing at it, but it was finally taken out by the big guns of one of the ships behind us."

It was a hair-raising experience for young Lawrence and his fellow crewmen. Their role was to fire on enemy positions so as to draw fire away from the troop-laden craft. Every day for weeks they followed the same hazardous procedure, drawing fire from stretches of enemy-held coastline so that other, better-armed vessels, could locate the gun flashes and fire back.

During those weeks they spent the nights lying off the so-called Trust Line at the outlet of the River Orne, a protection against attack from the sea. During an abortive enemy attack on a line of "Gosberry" blockships, LCS 251 gained an entry in the history books.

Marine Gordon Lawrence ... involved in the capture of a manned torpedo.

A German manned torpedo was sighted at 0645 on August 18, at a range of 400 yards from the British craft. The LCS headed towards it and opened fire, but the torpedo pilot took violent evasive action.

When the range had been closed to 80 yards, LCS 251's commanding officer (Sub-Lieut. Dean RNVR) ordered fire to be reopened with machine-guns at the enemy's cockpit over. The pilot was killed and the torpedo recovered — one of the first such weapons to be captured intact by the Allies.

Lawrence saw the contents of the pilot's wallet being examined and noted that it contained a four-leaf clover. He remembers thinking that it hadn't brought the man much luck.

# The Good

HUNDREDS of escort ships, anti-submarine vessels and mine sweepers were the guardians of the great fleet which gathered off Normandy on June 6, 1944.

On the bridge of the Hunt-class destroyer HMS Holderness, the commanding officer had a shepherd's problem. Lieut.-Cdr. Philip Cole, a decorated veteran of the Arctic convoys, had to keep his charge of eight tank landing ships on the straight and narrow, well inside the channel swept clear of mines. It wasn't easy.

The tide was running strongly to the west, and the tail-end of the convoy would keep drifting in that direction and risked hitting a mine. The swept channel was marked with buoys, but Lieut.-Cdr. Cole had great difficulty in keeping the LSTs within it.

One of the problems was that the convoy officer was his senior, and Cole's numerous signals to keep in line were getting irritable replies to the effect that the convoy was in perfect position. It seemed that the Holderness's ten-inch signal lamp was in action all the way to the beaches.

## Night patrol

Lieut. Dick Laing RNVR knew the Normandy coastline better than most. As commanding officer of MTB 253 (14th Flotilla), his area of operations had for 18 months before the Bay of the Seine from Newbury to Fecamp.

Two or three times a week individual boats of the flotilla would make night trips from Newbury, ready to jump small convoys port-boy'ing up and down the Channel.



Lieut.-Cdr. Philip Cole on the bridge of his destroyer HMS Holderness.

On June 7, MTB 253 was ordered to Normandy from her new base at HMS Hornet. For the following days she patrolled from Arromanches with some success against manned torpedoes. The pilots were generally captured, and impressed Lieut. Laing with their bravery.

"It required a lot of machine-gun bursts alongside them before they could be persuaded to dismount. Some were very surly Nazis and had to be closely supervised once they were on board."

Crewman of Motor Gun Boat 317, C. G. Neville, remembers running lights with E-Boats on the fringes of the invasion area — and one particularly upsetting incident.

"A German cannon shell exploded in the rum locker and destroyed five gallons of rum which drained through

## Shopping is easier with a Naafi budget account card.

This is the new way of shopping at Naafi in the UK.

When you open a budget account you can get credit of up to 24 times your monthly payment — a credit that can be used for the purchase of any item from Naafi's wide range of electrical, sports, clothing and gift and durable goods provided the sale transaction is for not less than £5. However, Naval customers may use their card for the purchase of all goods available from Naafi.

You get discount or dividend at the current rate on all your purchases and if your account is in credit it attracts a monthly bonus equal to an annual rate of 8 7/8%.

The rate of interest charged when you borrow money depends on whether you make monthly payments by deduction from pay, bankers mandate or other means. Currently, the rate for deduction from pay or bankers mandate is 1.65% per month (equivalent to an annual rate of 21.8%) or 2% per month (equivalent to an annual rate of 26.8%), if payment is by cash or other means.

The interest rates may be varied from time to time. Your Naafi manager will be happy to explain how simple it is for you to open a Naafi budget account (you can even apply for the issue of a second budget account card for use by your wife or husband).

Make more of your money with a Naafi budget account card.

For more details simply fill in the coupon and post it to-day FREEPOST NO STAMP NEEDED

To: Naafi, Customer Accounts Branch  
FREEPOST, Nottingham, NG1 1BR

Name	Rank
Address	Service No.
Post Code	
Telephone	



## Remember your very special wedding present to your wife?

No? It was SSAFA's promise to help her for the rest of her life in times of trouble.

SSAFA offers practical help, comfort in distress, or just plain friendship when things get tough.

With uniformed SSAFA Nursing Sisters and Social Workers overseas and 3,000 voluntary representatives at home, SSAFA is never far away from Service and ex-Service families.



SOLDIERS, SAILORS AND ARMEN'S FAMILIES ASSOCIATION

27 Queen Anne's Gate, Westminster London SW1H 9BZ Telephone: 01-222 9221.

The Navy, Army & Air Force Institutes. Registered office: Imperial Court, Kennington Lane, London SE11 5XQ



# shepherds



HMS Holderness, a Hunt-class destroyer, pitches in during a rough passage. Part of her task was to guide tank landing ships through clear channels in the minefields. Top right, the invasion fleet heads for Normandy.

the deck into the bilges. In consequence we arrived back in England a little bleary-eyed."

Lieut. Ronald Young, navigating officer of HM anti-submarine trawler Northern Pride, recalls a tense 24 hours as part of a chain patrol, closely anchored to form a physical barrier against manned torpedoes, underwater swimmers and radio-controlled electric motor-boats carrying high explosives.

Suddenly, the next ship in the line — HM AS trawler Lord Austin — was lost in a huge explosion, officially thought to be caused by a mine. Young suspected it was a torpedo.

While the Channel storm raged later in the month, the Northern Pride was detailed to help form another protective

screen around the battleship HMS Rodney, which at the time was firing her 16-in. guns in support of the Allied assault on Caen. The swell was so bad that the Northern Pride's anchor would not hold and for three days she had to steam slow ahead just to maintain position.

## Mistaken Identity

Sometimes, friends become a threat, too. Signals were intercepted by Lieut. Young's ship that the cable vessel Ariel had been damaged by gunfire from a US craft. In the gloom the Americans had apparently mistaken the Ariel for a U-boat.

"It was only steam escaping from the

fractured steampipe of the ship's siren that saved her from being sunk. The bridge was shot away with many casualties."

Such shepherds as the Northern Pride often found themselves with thankless jobs, as did many of the minesweepers. However, in his report, Rear-Admiral Sir Philip Vian commented: "The mine-sweeping flotillas had a very unsatisfactory task in that some of the mines laid by the enemy were proof against their sweeping gear. In spite of casualties, the long hours of sweeping in mid-summer, and apparent lack of success, they did in fact detonate a large number of mines, making a substantial contribution towards holding the enemy effort."



Lieut. Ronald Young, navigation officer of an AS trawler.

Lieut. Dick Laing, commanding officer of MTB 253.

## OUR THANKS

NAVY NEWS is grateful to the following organisations for the help given in preparing this D-Day anniversary souvenir:

HMS Dryad  
Imperial War Museum  
National Maritime Museum  
Royal Marines Museum

Royal Naval Historical Branch  
Royal Naval Museum  
Royal Navy Submarine Museum

... and the veterans of Operation Neptune who have helped us to tell you about their part in it.

D-Day anniversary supplement compiled and edited by Anton Hanney



'In a 24-hour job,  
you need a 24-hour bank.'

## NatWest. We never close.

When you open a NatWest bank account, you join the bank that's open 24 hours a day.

### 24-HOUR BANKING

We'll give you a NatWest Servicecard to use at our Servicetell. That means cash at any time of night or day — what could be easier than that? And there are hundreds of NatWest Servicetells all over the country — the chances are there's one near you.



ONE YEAR'S FREE BANKING  
Well also give you a year's free banking provided your account remains in

credit, and no bank charges after that if you keep a minimum of £100 in your account.

### CHEQUE CARD

A cheque guarantee card will normally be issued with your cheque book provided you're 18 or over.

So, you'll be able to use your NatWest card wherever and whenever you like, not just in banks.

With all these services, NatWest has to be the bank for the Services. Open a NatWest bank account

NATOCARS -  
YOUR WORLD-WIDE  
CAR SHOWROOM



WHY NOT COME HOME TO A NEW CAR?  
IT'S A GREAT IDEA AND SO SIMPLE WITH  
NATOCARS' PROVEN WORLD-WIDE SERVICE.  
POST THE COUPON TODAY AND WE'LL SEND  
YOU OUR LATEST GUIDE TO CAR BUYING, THE  
GLOSSY MANUFACTURERS' BROCHURES  
OF YOUR CHOICE AND FULL DETAILS  
OF OUR LOW NAVY PRICES, MANY AT  
SPECIAL EUROPEAN  
PRICE LEVELS.

It's true, no matter where you are based, ship or shore, our unique 'cars by post' scheme is tailor made for you.

Tax Free If you have an overseas posting. Tax Paid if you are returning to a UK base - we even offer a great selection of used cars.

Everything can be easily arranged by post - even your trade-in and finance - with deposits from as little as 10% with up to 4 years to pay. So now you can change your car whenever you choose and arrive home in fine style.

When you do return, we can meet you with your new car at the docks or airport of your choice - all you have to do is tell us where and when we'll do the rest.

Post the coupon today and find out just how simple and inexpensive Natocars, the Forces No.1, have made buying a car.

**NATOCARS**  
OF BRIDGWATER

Wyld Road, Bridgwater, Somerset. Tel: (0274) 55555

Please send the Natocars' buying guide to:

Text Free ☐ Text Paid ☐ Used ☐ (tick box)

Name  Rank

Address  Tel:

Car for use in (country)  Delivery date (required)

I'm interested in:

Ford ☐ Peugeot ☐ Talbot ☐ Vauxhall ☐ Opel ☐ Austin Rover ☐ Motor Caravans ☐ Car Hire ☐

Would you like to consider Natocars' unique trade-in facility? Yes ☐ No ☐ (tick box)

Wyld Road, Bridgwater, Somerset, TA8 4DG. Tel: Bridgwater (0274) 55555 Telex: 48285

**NatWest**  
**FORCES SERVICE**

## NAVY PICTURE CLOCKS



Size 800 x 270 mm

Picture clock or crest £27.50p



Size 345 x 245 mm

Picture or crest only £8.95p

These superb metal picture clocks feature warships and aircraft, beautifully illustrated, combined with a compass variant clock face fitted with solid brass hands. Battery quartz movement and mounted on solid brass with black wood frame.

All of the subjects below are available as picture clocks or framed picture only

HMS	CENTAU	ACTIVE
RULWICK	ESIMO	ANTHIM
INTREDO	COVENTRY	BIRMINGHAM
FEARLESS	NEWCASTLE	GLASGOW
FOER	ENDURANCE	GLASGOW
HERMES	FALMOUTH	GLASGOW
PHOEBE	ARCTIC	GLASGOW
CHARVADOS	ARCTIC	GLASGOW
PLYMOUTH	BROADSWORD	GLASGOW
EURNALL	ANTLOPE	BATTLE
AMAZON	QUINHA	PENEL
GALATEA	NAID	ILLUSTRI
VICTORIOUS	AMBRIDGE	DOO
REINACNE	DOO	SAUSBUR
EAGLE	INVINCIBLE	KELLY
ALBION	BRISTOL	ARK ROYAL
RFA KINGDALE	REAFORT AUSTIN	RFA PORT GRANGE

## NEW TO THE RANGE

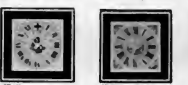
ARIANE	BEAVER	LOWESTOFT
ALFA	CLEOPATRA	MANCHESTER
APOLLO	ARROW	ARROW
ANDROMEDA	DANKE	NOTTINGHAM
AURORA	LESTER	NOTTINGHAM
AVENGER	FIRE	RYTH
ARCTIC	GLASGOW	GLASGOW
ALACRITY	EDINBURGH	EDINBURGH
JUPITER	JUPITER	JUPITER
BRILLANT	JUNO	TART
BLACKPOOL	KENT	YARMOUTH
BRIGHER	LEANDER	ZULU
SMOKER	LONDON	ARK ROYAL (1985)
BERNICK	LONDON	ARK ROYAL (1985)

If your ship or aircraft is not listed then contact us for details of what's involved



Picture or crest only £8.95p

NAUTICAL CLOCKS—limited size 252mm sq. £15.20p



Warfare secretaries & souvenir officers, for quotes contact Suzanne Gaten  
tel: 0452 851253

## N.C.J. MARKETING

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

12, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 5



## PROPERTY, REMOVALS AND MISCELLANEOUS

GARIAN HOUSE  
HOLIDAY FLATLETS

Self-catering flatlets, near sea and shops. Fully equipped. Colour TV, fridge, cooker, linen, etc. Ideal for a visit by family or girl friend

SATURDAY — SATURDAY ONLY

CURTIS, 70 FESTING GROVE, SOUTHSEA

Telephone Portsmouth 733581

## Cleveland Court Hotel

16 Clarence Parade, Southsea  
Telephone Portsmouth 826708

## OLDE WORLDLE BAR

All rooms have colour TV

Majority with bathroom en suite

Seafloor position close to amenities

Genuine 10% discount all RN Servicemen, their families and relatives

## Royal Fleet Club

Morice Square

Devonport

Plymouth PL1 4PG

Telephone inquiries only Plymouth 0752 52723

All booking requirements in writing only, enclosing £5 deposit on each Family Room enclose a S.A.E. for your receipt.

ACCOMMODATION: For Service Personnel, their families and dependants plus ex-serving personnel and R.N.A. members who may be visiting the Plymouth area.

FUNCTIONS: We cater for all types of functions at very competitive prices. Ships Functions, Mess Parties, Wedding Receptions, Reunions of ships, past and present, we offer an ideal facility. Ask for quotation, contact the Manager without delay to avoid disappointment.

SUPPORT YOUR CLUB

## WEYMOUTH

Maureen and Dave Perrin extend a warm welcome at

MESSIAH GUEST HOUSE

54 ABBOTTSBURY ROAD

Minutes from sea front and all amenities. Full central heating. B &amp; B and E. meal. Own keys. TV Lounge. Car parking

For Rates write or telephone 03057 71990

## ALOUETTE HOLIDAY ACCOMMODATION

Self catering, week-end or short stay holidays available in

fully equipped apartments

Own colour TV, colour fridge, etc., all bedding provided

3 minutes sea and shops

Friday to Monday £12.50 per person

Monday to Friday £12.50 per person

Weekly terms on application Minimum charge 2 persons

S.A.E. please giving names and numbers

JOHN RALFE

50, Lindley Avenue, Southsea PO4 9NU

Telephone Portsmouth (0705) 832132

THE  
FAIRHOLM

LICENSED

25 WHITFIELD ROAD, SOUTHSEA

HAMPSHIRE PO4 0QP

A warm welcome awaits you from Pat and Darrell Hawe (ex-RN)

Telephone Portsmouth 825306 or 737129

## CORYTON GUEST HOUSE

60 York Road, Torquay, Cornwall

Telephone Plymouth 81284

CAREK and MILE LINGARD

Welcome you to Coryton Guest House

Linen, colour, car park, etc. etc.

We are making facilities in all rooms

Close to Naval establishments and lively

Cornwall coast — Full free certificate

Telephone Plymouth 81284

Plymouth

Always a warm welcome at

THE KILDARE

82 North Road East

Telephone Plymouth (0752) 28375

AA APPROVED

Comfortable, attractive, well appointed

rooms (single, double, twin) with colour TV

and long English breakfast, at very

reasonable rate

Tea and coffee making facilities in

all rooms

COLOUR TV

FULL CENTRAL HEATING

Very conveniently situated for Railway

City Centre, and within easy

reach of the Naval Establishments

## HELENA COURT

Self Catering

Holiday Flatlets

All facilities and single flatlets

(separate kitchen): TV, hot water,

electricity included in rates

Winter months at low rates

Reservations now available

at 10% discount

Telephone Portsmouth 732116

1, Helela Road, Southsea

(Directly opposite to the railway)

HEREFORD

HOTEL

Kent Road - Southsea

Established 1934

Close Dockyard, shops, and buses

Winter months at low rates

Tea and coffee making facilities

B&amp;B or B&amp;D or

2, 5 &amp; 7 day Breaks B&amp;B from £18

incl. Dinner B&amp;B from £28 incl.

(10% reduction for Naval personnel

and families)

Telephone

Portsmouth 823918

MENTION THIS ADVERTISEMENT

## Hampshire Court Hotel

30 Hampshire Terrace

Portsmouth PO1 2PF

Close to H.M. Dockyard and Barracks. Portsmouth railway and bus

stations. Well appointed rooms with double glazing, full central

heating, H &amp; G handbasins, electric fridges, fitted carpets, modern

dinner beds. Colour television, lounge, own lavatory, car park. No

restrictions. Full English breakfast

Single room with breakfast ——— from £7.50

Double room with breakfast ——— from £14.00

Double with private shower ——— from £14.50

Telephone Portsmouth 823522

## BEAUFORT HOTEL

71 Festing Road, Southsea, Hants. PO4 0NQ

Where you are assured of warm, comfortable rooms with radio and electric

Bed and Breakfast from ——— £7 nightly plus VAT

Doubles, twin and family rooms available with own shower or bath. Children half

price sharing parents room. Weekly terms available

Family Rooms and Weekly terms available

Buses stop outside Hotel for H.M. Dockyard, H.M.S. Vernon, main rail and coach stations

One minute sea front and right of the Southsea. Car park. Own keys. No restrictions

Reservations: Portsmouth 823707

Residents: Portsmouth 814798

## REMBRANDT

HOTEL

24 MERTON ROAD - SOUTHSEA

Hotel central Southsea near Naval Base, shops, theatre, and family room

available. Bed and breakfast from only £6.30 per person. Rooms with colour

TV, radio, television, fridges, free room heater and showers, etc. only £8.50

p.p. Garages and on-site room available

LICENSED BAR WITH FULL-SIZE POOL TABLE

Telephone Portsmouth (0705) 825391

Visiting Portsmouth and Southsea? Then why not stay at

THE REMBRANDT?

## Yorkdale Guest House

\* Run by Naval family \*

Close seafloor and all amenities

Full English Breakfast

S.A.E. for brochure

23 Salisbury Road, Southsea PO4 9QY

Telephone 0705 814744

## THE HOMEOLEA HOTEL

18-28 Worthing Road - Southsea

The Homoelea Hotel

Family room TV bathroom heated with price and quality to suit your taste and your

pocket. Bed with English breakfast from only £6.30 per person. Rooms with colour

TV, radio, television, fridges, free room heater and showers, etc. only £8.50

p.p. Garages and on-site room available

The Hotel has 2 Bars — Pool — Video — Colour TV Lounge

2 Restaurants — Seminar Room — Solarium

Good food and atmosphere

CHRISTMAS FUNCTIONING AND WEDDING RECEPTIONS OR SPECIALITY

"You've tried the rest, now try this!"

Telephone Portsmouth 826506

## AUSTIN HOTEL

3 Clarence Parade, Southsea

Licensed

Welcomes all Naval personnel and their families

All rooms bright and modern. No restrictions, own key

Colour TV in all rooms. Central heating

Seafloor position, near all main shops

Discount allowed for all Service personnel and their families

Telephone Portsmouth 821785

## SOUTHSEA

LANGDALE

GUEST HOUSE

131 Edwards Road

Telephone Portsmouth 0752148

B.B. or B.B. &amp; Evening Meal

(Continental breakfast served in room)

Own key - Lounge - TV

Penny and Bill Luck

## ARDEN HOUSE

14, Herbert Road, Southsea

Welcomes all Service Personnel and families

Free colour TV, B.B. or B.B. optional

Lounge, C.H. &amp; no restrictions

For special rate please write or

telephone Mrs. A. Chandler

14, Herbert Road, Southsea

Telephone Portsmouth 829405

CLEAN, happy family home offers

civilized accommodation. Bed and

breakfast, TV, lounge, central heating

B.B. or B.B. &amp; evening meal

50 yards from sea. Permanent

(temporary accommodation. GUEST

HOUSE SPENCER, AUSTIN ROAD,

RAMSGATE, KENT

(Please telephone before 10.30 a.m.)

Tel. (0843) 580833

PARKSIDE

SELF-CATERING

HOLIDAY FLATS

Self-contained flatlets, fully

equipped. TV, own kitchen

and bathroom. Ideal holidays

and short stays

Mr. and Mrs. Henry

62 Elmwood Road

Stoke, Plymouth

Telephone Plymouth

54305 or 25074

LONDON

Central

Devon House Hotel

14, Cornhill Gardens, W.C.1

Telephone 01 307 1718

Single room from £15

No smoking

BRIONA GUEST

HOUSE

Residential District Licence

Come and spend your early season break

at Briona, an ideal place for

happy summering. H &amp; C. (central

heating). Colour TV, lounge, bar

lounge and CTV lounge. Dining room

with separate tables. Cook, waitress,

ladies, Bar, L.O.V. and continental

lunch. Special low rates for RN, RNA and

family

Iona Brazier

16 Herbert Road

Southsea PO4 9QA

Portsmouth (0705) 814830

## Tudor Court Hotel

A.A. R.A.C. WEEK-END TARIFF

QUEENS GROVE

Southsea, Portsmouth

Licensed hotel with bar and car park

Central Southsea, near Naval

Base. Shops and seafloor

Telephone 0705 820174

Old world atmosphere with ideal

for day and week-end

Owned and managed by men

of the Royal Navy

Calling all RN/RM/RNS/QRNNS ratings and

ex-RN/RM/RNS/QRNNS ratings. Why not

consider spending your holiday in Hong Kong?

With competitive rates it could be the chance of

a lifetime to visit or re-visit the Pearl of the Orient.

While the China Fleet Club is being redeveloped

into a first-class Royal Navy Club and family hotel

and is relocated in temporary premises, accommodation arrange-

ments have been made for 20 family rooms to be booked at the

nearby Harbour Hotel at the very attractive night charge of 75

pounds (£7.50 approximately) per room plus 20 dollars (£2.00

approximately) for extra bed for child (costs provided free)

For further information please contact Phil Baldwin, Manager,

China Fleet Club, Royal Navy, c/o HMS Tartar, BPFO 1

## KELLY'S

RESTAURANT

46-48 Bury Road - Gosport PO12 3UB

Wedding Receptions - Business Lunches - Private Parties

Traditional Sunday Lunch

DRINKS FOR SENIOR RATES OF THE ROYAL NAVY ARE AT

HALF PRICE IF IN NO. 1 DRESS

Telephone Gosport 86309

## HAVE YOU VISITED THE

HOME CLUB

yet and seen for yourself the many improvements made throughout

the building?

We can offer excellent accommodation en suite, completely modern

barracks plus excellent accommodation facilities for parties of 20 to 300.

All serving RN parties are automatically members and ex-service

can join as members.

Coach parties very welcome to use the public rooms at all times.

ROYAL SAILORS' HOME CLUB,

QUEEN STREET, PORTSMOUTH, HAMPSHIRE

PORTSMOUTH (0705) 824231

## THE ELMS

16 St James Road Torpoint, Cornwall

Telephone Plymouth 812612

Beautiful Georgian Hotel close to Naval Establishments, beaches, golf

course. B.B. Licensed bar and restaurant. TV lounge, car. H.C. H.C.

Tea making facilities. 2 min from ferry. "These are welcome"

Full Free Certificate

## SOUTHSEA

CORRAN HOUSE

25 Herbert Road

E.T.H. Good food and friendly

lounge, colour TV, B.B. or B.B. optional

R.N. R.N.A. families welcome

Telephone 0705 823006

WENDONIA

GUEST HOUSE

KINGS ROAD

ROSTYTH, FIFE

Bed &amp; Breakfast £7 - VAT. Private

Chamber. Bedrooms, Residents' lounge

Dorchester 16, ex. room, new

Shower from Edinburgh by train

Telephone Inverkeithing 415298

MALTA, MELLIEHA, Luxury 2

storey flats to let. Sleeps 4-5, one

mile from the beach in Malindi and close

to local amenities. Flights can be

arranged. Winter rates. — Tel. 01-567

3524.

## BEACONSFIELD HOTEL

Licensed

Jewelry, next to the beach. Bed and

breakfast, next to the beach. Bed and

breakfast, next to the beach. Bed and

breakfast, next to the beach. Bed and

breakfast, next to the beach. Bed and

breakfast, next to the beach. Bed and

breakfast, next to the beach. Bed and

breakfast, next to the beach. Bed and

breakfast, next to the beach. Bed and

breakfast, next to the beach. Bed and

breakfast, next to the beach. Bed and

breakfast, next to the beach. Bed and





# EDUCATION



## THE COLLEGIATE SCHOOL WINTERBOURNE, BRISTOL

(Girls 8-18)

A small (180) friendly school where the individual matters. High standards in an informal, yet disciplined atmosphere. Small classes. Preparation of CSE, GCE 'O' and 'A' university entrance. Pre-vocational courses in VHS, Business / Computer Studies, Child Care, Pre-Nursing, Art & Design, Theatre Studies.

Clubs for all interests, plus weekend activities. Travel arrangements made if parents are overseas. School taxi service to airports.

Fees allied to Services' Education Allowances

**For prospectus, write to Headmistress or telephone 0454 772156**



## ST ELPHIN'S SCHOOL DARLEY DALE

First-class independent education for girls from 7-18

- Day and boarding
- Small class numbers
- Excellent academic record
- Expert career guidance
- Delightful Dale location

• Long history of Service children at the School

**10% REDUCTION IN FEES FOR SERVICE FAMILIES**

For a prospectus — either printed or video — please complete and return the coupon below to:

Mr. Peter Pollard, BA, Headmaster

St Elphin's School

Darley Dale, Matlock DE4 2HA. Telephone Matlock (0629) 572687

NAME

ADDRESS

TOWN

TELEPHONE

IF you require a video prospectus, please tick whether you want VHS or BETAMAX ☐

## SLINDON COLLEGE

Nr. Arundel, W. Sussex BN18 0RH



- \* Boarding school for 150 boys aged 11-18.
- \* Teaching in small groups to C.S.E., O and A level G.C.E. University entrance. Remedial help available.
- \* Wide range of sport and out-of-school activities including keeping of pets and animals, observatory, canoeing, computer studies, swimming pool, squash courts and floodlit hand court. The school runs its own National Hunt racing stables.
- \* For service families a reduction in fees, special travel arrangements etc.
- \* Accredited by Independent Schools Joint Council. Member of I.S.A.I., I.S.I.S. and F.I.S.

**Enquiries to the Headmaster Telephone (0243) 527211**

## LAVANT HOUSE

Independent Boarding and Day School for Girls from 8-18 years

Highly qualified Graduate Staff prepare girls for C and A Levels.

Excellent facilities include light and airy classrooms and Science Laboratories, Library and major Gymnasium.

The School has its own Riding Stables, Swimming Pool, Hard and Grass Tennis Courts, Squash Court and Lacrosse and netball pitch.

There is a wide range of activities including the Duke of Edinburgh Award Scheme, and emphasis is placed on character development and Christian values.

For further information, contact the Headmistress,

Lavant House, Lavant, Chichester, West Sussex PO18 9AB

Telephone CHICHESTER (0243) 572711

## CHILTON CANTELO SCHOOL

Yewell, Somerset. Telephone (01963) 856555

Co-ed (Age range 11-18) 600+ pupils. Established 25 years

GIVE YOUR CHILDREN ALL THE BENEFITS OF A BOARDING SCHOOL

AT A PRICE YOU CAN AFFORD

Country in a charming 'family' atmosphere in beautiful country. Keep brothers and sisters together! Highly qualified staff. Small classes and up-to-date labs. Self-discipline, good manners and self-confidence. 20 acres ground and playing fields. Highly efficient Sea Cadet Unit. Swimming and many activities. We have even made provision for you to pay by Instalment.

Telephone or write for free illustrated prospectus.

## WEST BUCKLAND SCHOOL

NORTH DEVON

(Co-educational boarding and day places)

- \* A quiet location in open countryside
- \* Small set sizes and sound academic standards
- \* A disciplined caring community
- \* Many sporting and recreational activities
- \* Continuity of preparatory and secondary schooling

Please write or telephone (STD: 059-86) 281 for a prospectus and details of special terms for children of members of HM Forces.

In the heart of the Cotswolds

## OAKLEY HALL

offers independent preparatory school education for 7 to 13-year-olds with

- Highest academic standards
- Long record of Common Entrance and Scholarship passes to public schools
- Small classes
- Individual attention to pupils
- Wide facilities for sport and cultural activities
- Bursaries for children of Service Families available up to 20% fees

For further details and prospectus (printed or video\*) contact:

The Headmaster, Oakley Hall, Cirencester

Telephone Cirencester (0285) 3891

\* Please state whether Bursary or VHS

## EMBLEY PARK SCHOOL

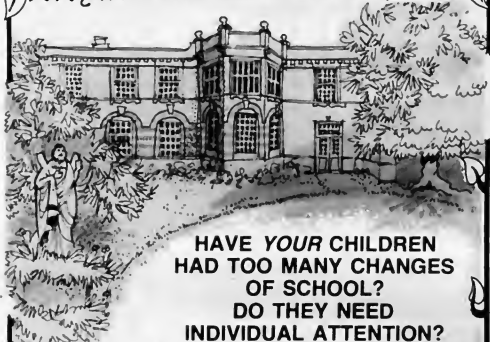
ROMSEY, HAMPSHIRE SO5 0ZE

Telephone: Romsey (0794) 512206

Independent Boys School for Boarding and Day Pupils aged 11-18. Boys prepared for G.C.E. at all levels. Good facilities for Sport and Duke of Edinburgh's Award Scheme.

For prospectus apply to the Headmaster

## Royal Caledonian Schools



**HAVE YOUR CHILDREN  
HAD TOO MANY CHANGES  
OF SCHOOL?  
DO THEY NEED  
INDIVIDUAL ATTENTION?**

If this is your problem the Royal Caledonian Schools can help. For well over 100 years the Schools have been looking after the children of Servicemen with Scottish connections. We can care for and supervise the education and upbringing of your boys and girls between the ages of 5 and 18.

In spacious and happy surroundings they can enjoy a life of stability in term-time, returning home for the holidays.

Fees allied to MOD Education Allowance.

Prospectus From The Master,

Captain R. E. Wilson, CBE, DFC, RN

The Royal Caledonian Schools, Bushey, Herts, WD23 2TS. Telephone Watford 26642



## St John's College

Brighton Road

Horsham, West Sussex

An independent school for boys.

Days and boarding 7-18 years.

Thorough and intensive preparation for G.C.E.

St John's is an Oxford board school. Annual

bursaries offered. Wide range of extra curricular

activities including: disc, tennis, squash,

sail, golf, model air, computer club, etc.

For prospectus and application copy to:

The Secretary, Horsham 52424

## S. MICHAEL'S COLLEGE

Tenbury Wells

Worce, WR15 5PH

A preparatory school with a choir of national repute. Both musical and non-musical boys and girls are educated in a homely atmosphere. For under 75p a day Service children can receive a full boarding education.

Write for details or telephone (0584) 810262

## CAWSTON COLLEGE

Independent day and boarding school for boys from age 11 up to GCE 'O' level and CSE, situated in grounds of 120 acres, of which 22 acres are playing fields.

Further information and prospectus from:

Mr. J. P. K. Asquith,

M.A. & Co.,

The Headmaster

Cawston College

Cawston, Norfolk NR10 4JD

Telephone Norwich 871204

## FRIARS SCHOOL

GREAT CHART

ASHFORD - KENT

Telephone Ashford 20493

I.A.P.S. boys' school (177) for boarders (7-14) and dayboys (5-15).

Scholarships up to 50% of fees available to boys under 9 on September 1 next

Commonwealth, Sports, Self-Confidence

All major games and numerous extra-curricular activities.

Service children welcome.

Special reduction in fees for Service personnel.

Apply quoting Ref. NV

The Headmaster

Mr. J. M. Stevens

B.A., Cert. Ed.



## QUANTOCK SCHOOL SOMERSET

Equidistant Bridgewater-Taunton: Nine miles

A long established, happy and successful boarding school for about 250 boys, at the foot of the edge and near the sea (an area of Outstanding Natural Beauty)

BOYS ARE ACCEPTED FROM THE AGE OF NINE

(Usual age on interview and reports)

WHAT HAS MADE OUR PARENTS UNVARINGLY DELIGHTED WITH THEIR CHOICE OF SCHOOL?

- \* FACILITIES UNRIVALLED in any small school (over 11 miles of recent building). Modern classrooms and laboratories. Excellent sports facilities. MODERN SCHOOLS had complete (modern) LARGES ENGINEERING WORKSHOPS, fully equipped. COMPUTER ROOM, highly successful theatre (dramas is important), good open fields and all-weather pitch, lawn tennis, squash, golf, model air, computer club, etc.
- \* ACADEMIC AND NON-ACADEMIC COURSES AND THE OPPORTUNITY FOR DEVELOPMENT AND TRANSFER: an average of sixteen pupils per class, full term reports, personal tutor system, good teacher-parent contact. Quizzes in a keen and successful sporting school but without any signs of non-sportiness. All small sports activities with additional cross-country, sailing, orienteering and non-sporting. GOOD CAREER GUIDANCE-ADVICE-PLANNING.
- \* LOCATION. Early and quick access to Taunton: five miles from Taunton/Beaufort (the Railway), literally miles from a naturalist's dream.
- \* PERSONAL AND EFFECTIVE RELATIONS: staff and pupils with very well controlled. All visitors are surprised and delighted by the atmosphere. Visiting parents are introduced directly to the children and left to speak with them alone in relevant age groups. They are encouraged to contact existing parents (the school grows mainly from parent-to-parent contact). We expect to succeed with children who might not be expected to settle easily into boarding.
- \* MODERATE, INCLUSIVE FEES: Service (see January) and grant-scholarships are free — not extra. Half-term residential visits. All pupils are encouraged to visit. Parents soon come to realise what a start in life can be achieved by a good independent school.

DO WRITE OR TELEPHONE FOR A COPY OF THE UNUSUALLY INFORMATIVE PROSPECTUS

Telephone Nether Stowey (0278) 732252 or 732423

Address: Over Stowey, Somerset TA5 1HD

# Brabant team in fatal drama

MEMBERS of the winter party to Brabant Island, Antarctica, were involved in a rescue mission when one of the Joint Services expedition fell 40ft, with a sledge into a hidden crevasse.

## International Rock Race

THE commanding officer of HMS Rooke (Cdr. T. Goetz) started an international top of the Rock Race on May 5 when a field of 150 runners included teams from most ships which had taken part in Exercise Open Gate.

Among them were personnel from HMS Porpoise, Achilles and Sirius and RFA Plumleaf, and they were led from the start by LPT Jack Stewart, the Achilles, who won in a very respectable 19 min. 45 sec.

Second was Sgt. Doreham, from HMSIN Tromp, closely followed by AB Street, from the Dame, and the Achilles won the team event.

## Six of best in Antrim

ONE of the events associated with HMS Antrim's final entry into Portsmouth was a dinner at which the commanding officer (Capt. Jake Buckles) entertained six former commanding officers.

There were also a last families day held on board.

During her Royal Navy career the Antrim steamed 442,000 miles.

Capt. Nick Evans, Yorkshire Regiment, disappeared into the crevasse, but was held by Cpl. John Beattie, of the Royal Air Force, to whom he was roped. LdCpl John Spittwood, RE, led a rescue operation which took two hours to complete, after which the party recuperated in a snow hole.

Spittwood, Evans and M. Francoise de Gerlaise remained in the snow hole for three days with little food while three other members of the party went for help. Evans made a complete recovery from shock and exposure.

## Blisters

In another incident, geology student Mike Ringe was returned safely to base by skidoo after suffering from severe ankle blisters while with a team at Cape Roux. Ringe was looked after by expedition leader Cdr. Chris Furse while others returned for help.

The expedition reports that in mid-May the temperature had dropped to minus five degrees, and snow and gales heralding the arrival of winter.

## Award

There was warning news from home for the winter party in the form of the Rolex Award for Enterprise, the top international accolade for the world's adventures.

Flight-Lieut. Bill Hutchinson, deputy leader, received the £25,000 award on behalf of the expedition at a ceremony in Geneva.

Brabant Island first day covers are on sale to raise money towards the cost of the Joint Services expedition. Details are available from the Bradford Stamp Centre, 389 Thornton Road, Gillingham, Bradford, West Yorkshire BD8 9BJ (tel. 0274 487352).

# Bedstead grounded

A WELL-KNOWN Yeovilton landmark, the Radar Type 965 (P) 'Fly Navy' aerial next to the Air Traffic Control Tower, has been formally decommissioned.

A feature of the Yeovilton skyline for quarter of a century, the aerial and its 'Fly Navy' added in 1971 by staff of the Air Direction School.

To mark the occasion of the decommissioning a small celebration was held and several aircraft which have used the radar during its service were present. Attending too

were (from left in picture) Mr. Brian Grant, chief pilot flight refuelling (RCA); Capt. R. J. Northard, commanding officer, HMS Heron; Lieut-Cdr. Michael Moore, senior Direction officer; Cdr. J. C. W. Lock, executive officer; Cdr. A. F. Hutchison, commander (AIG); and CAEA(R) Alan Taylor, from Ground Radio Yeovilton, who has maintained the radar for much of its life.

The 965 'bedstead' will be removed in due course but the tower may well stay if the Royal Marines have their way — it's ideal for abseiling.



# Orkney gives aid

AFTER a short period in her base port of Rosyth for maintenance and leave, HMS Orkney sailed to resume offshore patrol duties with a new commanding officer, Lieut.-Cdr. J. R. M. Prime.

With little fishing activity in the North Sea over Easter, the priority became to keep in touch with the oil rigs. On Easter Sunday the rig support vessel Grampian Petrel asked for assistance with a cylinder she had found floating near the SEDCO 714 rig.

## AMMONIA

Lieut. A. Wilkinson, the first lieutenant, and POME(M) Cam examined the cylinder and found it to be leaking ammonia gas. It was transferred to the Orkney, vented, and landed in Newcastle during a stand-off in the Tyne.

With Mr. Martin Haddon (Assistant Secretary of the Ministry of Agriculture, Fisheries and Food) involved, the Orkney sailed from Newcastle and was soon embarked in the rescue of a motor launch drifting north of Sunderland.

POME(M) Thompson got its engines restarted, and the vessel was escorted to Sunderland before the Orkney returned to patrol duties in the North Sea.

## EDUCATION

**OAKWOOD SCHOOL, CHICHESTER, SUSSEX**  
Fully recognised Boys' Preparatory School 7-13 Boys and Dayboys. Pupils prepared for Common Entrance to Public Schools and others. Also Pre-Prep. Dept. 3-7 for Boys and Girls.  
For further details and a prospectus, write to the Secretary, Oakwood School, Chichester, Sussex or Telephone West Ashling 209

## AN ADVENTUROUS BALANCED EDUCATION!

For boys and girls, 13-18, Baitisborough offers a balanced education with very small classes, good G.C.E. and C.S.E. results, outdoor activities, climbing, canoeing, expeditions etc., with an emphasis on group service to others.

Maximum 65 students, all boarding, a relaxed but responsible atmosphere with every effort made to develop the 'whole' Student.

For prospectus: THE ADMISSIONS SECRETARY, BAITISBOROUGH GHS COMM, HILDETON, St. Phomoth, Devon PL8 1HX. Tel: Hildeston (075-530) 223.

## DUNCHURCH-WINTON HALL



gives you a first class investment in the future for your children

- Continuous education from 7-14
- Day, Weekly and Full Boarding Education
- First-Class Academic Results, Small Classes
- 25 Acres of Grounds and Playing Fields
- High Standard of Musical Tuition
- Practical Subjects such as Carpentry, part of the Curriculum
- Vast Majority of Pupils go on to Public School

For a printed or video\* prospectus of the School please fill in the coupon below and send it to The Joint Headmasters, Dunchurch-Winton Hall, Southam Road, Dunchurch, Nr. Rugby CV22 6NG

Name.....  
Address.....

\*If you require a video prospectus, please tick the appropriate box as to whether you require VHS or BETAMAX. ☐ System

## BOUNARY OAK SCHOOL

Boys 5 to 13 by Day or Boarding from 7

Favoured by naval families for many years  
Routinely meet flights of travelling sons  
Small enough for a boy to be himself, big enough to spread himself and good enough for him to remember a sound preparatory education with pleasure  
Easy to get at: Where the A32 meets the M27  
Come and see for yourself

Roche Court, Fareham, Hants PO17 5BL  
or telephone Fareham 280955

## MOYLES COURT SCHOOL

Ringwood, Hampshire

An Independent Boarding and Day Preparatory School for Boys and Girls aged 3-12 years

Traditional academic education in small classes with individual tuition. Homely atmosphere in beautiful 17th Century house set in 14 acres of grounds on the edge of the New Forest.  
Tuition/bursaries available

Applications to the Headmistress  
Telephone Ringwood 2855 or 3197

## THE RED MAIDS' SCHOOL

Westbury-on-Trym - Bristol

FOUNDED 1634

The Red Maids' School is a day and boarding school for 460 girls situated in pleasant grounds on the north side of Bristol, offering a wide range of O and A level subjects. There are good facilities for science, art, music, and sports, and the school organizes a large number of extra-curricular activities making use of the city's cultural facilities.

The school offers a large number of assisted places based on parental income, and a Music Scholarship to girls entering the First Year. In 1984, the school's 350th anniversary year, the Governors are offering an Open Scholarship of £1,000 in addition to five Government assisted places to girls entering the Sixth Form.

Entry is normally at 11 through examinations held in February each year but pupils of other ages can be admitted by individual arrangement with the Headmistress.

Prospectus and application form from the Headmistress, Box N, The Red Maids' School, Westbury-on-Trym, Bristol BS9 3JW. Telephone Bristol 622641.

## SCHOOL OF ST CLARE PENZANCE

A Girls' School for the Woodard Corporation  
Members of O.B.A.  
Girls aged 5-18 (boarders accepted from 8)  
Courses lead to O and A level G.C.E. and University  
Provision for Drama, Music and Dancing

The School is set in beautiful grounds and provides opportunity for games, swimming and athletics. Girls study personal environment and Science.

Weekly boarding provided for children from R.N.A.S. Coldrove  
10% reduction in fees for children of Service personnel  
Prospectus from the Headmistress

Miss M. Coney, B.D.  
The School of St Clare  
Penzance, Cornwall TR18 4JR

## Duncan Hall School

Scratchy - Great Yarmouth  
Norfolk NR29 3PH  
IS/ISA/ISA

Independent Boarding and Day School for Boys 4-18 years. Day girls accepted 4-13. Situated on the coast 5 miles North Great Yarmouth. Norfolk. Boys prepared for East Angles C.E. and Cambridge O & A Level Examinations according to their ability.

Special attention given to boys of slow learning or whose education has been interrupted.

25% REDUCTION IN FEES FOR SERVICE PERSONNEL AND 12% FOR BROTHERS

Please apply to Secretary for prospectus or telephone Great Yarmouth 730366 (STD 0493)

## NEWLANDS SCHOOL SEAFORD - EAST SUSSEX

Telephone (0323) 892334

## CO-EDUCATION

Newlands was opened in 1814, and, since its foundation, the Headmasters have all been members of one family. There are 200 boarders and day children aged 7-13. The boarders sleep in the main building and are supervised by the Headmaster, his wife, and four Matrons, one of whom is a trained nurse. The school is surrounded by 120 acres of land, of which 12 acres is set aside as playing fields. The grounds include an all-weather football pitch (operating 365 days a year), a 100 yds. long running track, a large indoor rifle shooting range, carpentry workshop, Home Economics room, and the Music Centre covers the tuition of a wide range of instruments. Association football, rugby, hockey, cricket, tennis, netball and tennis are the principal organised sports. Boys and girls are prepared for the Common Entrance and Grammar School Examinations at all Public Schools and to Newlands Manor, our own Senior School. Newlands facilitates the transfer of its pupils to other schools. The school has facilities for applications and transport to Heathrow and Gatwick (only one hour from the School). We also arrange for families known to us to welcome children for half terms in cases where relatives or guardians are not available.

In addition to the Service Grants, a further generous reduction in boarding fees is given. Prospectus and further information from the Headmaster.



## ROYAL NAVAL BENEVOLENT TRUST

# Trust still cares, 40 years on

WITH THE D-Day 40th anniversary celebrations very much in the news at the moment, it is interesting to learn that the Royal Naval Benevolent Trust is still helping men who took part in Operation Overlord.

Mr. Albert McGorie of Newcastle served with the Royal Navy Commando H13 and landed on Juno Beach with a French Canadian unit at 0530 on June 6. He remembers that it wasn't as much fun as the "rehearsal" carried out at Ayr and Troon!

He recalls that the Compo rations were marvellous and tells a story about a duty cook heating tins of date pudding

without first piercing the tin. Everyone died for cover as the tin exploded, and the cook emerged from behind his canvas screen covered in pudding. He was promptly nicknamed "Flying Duff".

Albert, now nearly 70, suffers from emphysema and chronic bronchitis, and although he is still mentally very agile, is unable to walk more than a few yards. In conjunction with the Royal British Legion, the RNBT has raised £750 towards

the cost of a small car for Albert and his wife Ethel.

Another D-Day veteran to receive help from the Trust this year is Mr. Richard Robins of Harlepool.

He was involved in operations from Devonport in HMS Brinsenden and also on E-boats patrolling the Channel out of Sheerness. At midnight on June 5 his boat left Portsmouth to join convoys and tank landing craft just outside the harbour.

They escorted the big ships across to Normandy, and later used Cherbourg as a patrol base after it had fallen on June 26.

Richard now suffers from severe angina and arthritis. His wife, May, also suffers from arthritis. Consequently they need to keep their house warm, which is an expensive business.

In 1982 the RNBT helped with a grant of £109 to clear a gas account, and this year gave the couple £60 to buy a cake gas heater, bottle and regulator.

## Record benefits

DURING the 12 months ended March 31, the Grants Commission of the RNBT helped the naval community to the extent of £296,116. This figure included £42,326 to serving men and their families.

More than 4,300 applications for help were received during this time.

Another £164,141 was distributed in regular payments and annuities, bringing the RNBT's total outlay to £560,257 — a new record.



Congratulating Mrs. Florence Ahern on her 100th birthday are FCMEA Bill Gartell of the RNBT, and her sons Mr. Frank Ahern (standing left) and Mr. James Ahern (right). (Picture 1984 Drake Photographic Section)

## Oldest annuitant is 100 years old

MRS. FLORENCE AHERN, the Royal Naval Benevolent Trust's oldest Jellieco Annuitant, celebrated her 100th birthday on April 19.

She received a telegram from the Queen and the Minister of Health and Social Security, and was personally congratulated by FCMEA Bill Gartell, Chairman of the RNBT's Devonport Local Committee.

Mrs. Ahern's late husband John served in the Royal Navy from 1904 to 1919. Her eldest son, James, now 71, also served in the Navy. He joined

up in 1942 and was invalided out in 1946. James was in the Supply Branch, and during Operation Overlord was in HMS Drake catering for up to 17,000 men involved in the invasion. Younger brother Frank, now 69, joined the Army in 1940 and was discharged as a WO1 in 1946 after serving with the 8th Army in Egypt, Libya and Italy.

Mrs. Ahern was first helped by the RNBT as a doctor's account in 1934. She was awarded a Jellieco Annuity of ten shillings a week in 1954. Her annuity now stands at £4 a week.

## George (101) is latest recruit

NEWEST inhabitant of Pembroke House is 101-year-old Mr. George Barn, who served in the Royal Marines Light Infantry from 1900 to 1925.

George was admitted to the RNBT's home for the aged ex-naval men at Gillingham on April 29. A Glaswegian, he had lived alone in the city after his wife died in 1974, finally accepting at the age of 99 that he needed a home help.

### RUN ERRANDS

Even then, George continued to run errands for his neighbours until he broke an ankle at the age of 100.

He was serving in HMS Bulwark at the Battle of Jutland and later was employed as a flunkey in the Royal Yacht Victoria and Albert. He remembers serving whisky and soda to King Edward VII.

## Henry's back on the move



FORMER AB Henry Moore (left) will have a little more freedom this summer, thanks to his new invalid chair.

Henry (73), of Redcar, Cleveland, suffered a stroke in 1976 and has been virtually confined to barretts ever since. The Trust and other funds helped him to get a wheelchair in 1978, but it was due for replacement last year at a cost of £1,200.

RNBT granted him £839, the Royal British Legion contributed £271, and the Royal Naval Association club at Redcar raised £352.

Henry, whose memory was impaired by the stroke, served in the Navy as an able seaman during the Second World War. He fought in the North African campaign.

When they're stacked against you . . .



... it's on the cards that RNBT can help

Applications for assistance to the Grants Committee, 2A Tipner Road, Portsmouth, Hants PO2 8QR

General Inquiries to Head Office, High Street, Brompton, Gillingham, Kent ME7 5QZ.



# ROYAL BROADSWORD

HMS BROADSWORD's ship's guard is thinking of turning professional after a particularly busy programme of ceremonial and public appearances. On two occasions the guard has formed in the presence of royalty.

The first was for Princess Alexandra's visit to the ship at Devonport on April 26 to unveil the frigate's new Falkland Islands battle honour, and the second was to provide a naval

presence when the Queen opened the International Garden Festival at Liverpool.

And there was more ceremonial when the ship's company took part in the annual Battle of the Atlantic celebrations in Liverpool, then went on to Chester to exercise their freedom of the city by marching through the streets.

The Broadsword arrived in Liverpool on May 1 for a busy nine-day visit, starting with the Royal opening of the Garden Festival the following day. During the Battle of the Atlantic

celebrations, the Broadsword acted as flagship for Flag Officer Plymouth, Vice-Admiral Sir David Brown.

Activities included hosting a cocktail party for 300 guests during which the Royal Marines Band of Flag Officer Plymouth Best Retreat.

Other main events included the Captain Walker's Old Boys' memorial service at Bootle Cenotaph, and the Battle of the Atlantic commemoration service in Liverpool's Anglican cathedral. The service was followed by a flypast of maritime patrol aircraft from the UK, the Netherlands, Norway, Belgium and Australia.

KSM Tromheim and BNS Westhinder berthed stern of the Broadsword in Brocklebank Dock, providing an Allied presence from Norway and Bel-

gium. Members of the Captain Walker's Old Boys' Association and their families toured the three ships, and about 2,300 people visited the Broadsword when she opened to the public on the Sunday afternoon.

The Liverpool trip provided the Broadsword with a welcome opportunity to make a two-day visit to Chester, the ship's affiliated city. Highlight of the occasion was a parade through the city by 160 officers and men, accompanied by the Band of the Blues and Royals who were led by their Director of Music, Major Brian Keeling.

The salute was taken by the Mayor of Chester, Councillor John Crawford.

After the parade the marchers were given a civic lunch in the Town Hall, at which the mayor, who holds the historic title of Admiral of the Dee, presented Capt. Tony Norman, commanding officer of the Broadsword, with the HMS Chester clock, one of three which the city gave to the First World War cruiser.

Special dispensation had to be sought from the Admiralty Board to present the clock to HMS Broadsword in recognition of the strong links which have grown between the city and ship since the freedom was granted in 1979.

In the afternoon members of the ship's company attended the Chester races, and a civic reception in the evening for officers and their wives completed a memorable day.

Other events included a mini-Olympiad between ship and Chester College of Further Education.

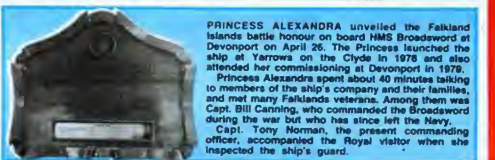
Meanwhile, in Liverpool, the ship was open to tours from affiliated Scout, Guide, Cub and Brownie packs from Chester, and from local schools. Other visitors included the



Pictured at the International Garden Festival with celebrities Jon Pertwee (left), Bill Tidy (centre) and Ken Dodd, are these sailors from HMS Broadsword.

Abbeyfield Old Folks' Home and the Bill Top School for Handicapped Children, both of which have been adopted by the Broadsword.

But the most unusual visitors were two chimpanzees from Chester Zoo who found themselves having lunch in the wardroom!



PRINCESS ALEXANDRA unveiled the Falkland Islands battle honour on board HMS Broadsword at Devonport on April 26. The Princess launched the ship at Yarrow on the Clyde in 1978 and also attended her commissioning at Devonport in 1978.

Princess Alexandra spent about 40 minutes talking to members of the ship's company and their families, and met many Falkland veterans. Among them was Capt. Bill Canning, who commanded the Broadsword during the war but who has since left the Navy.

Capt. Tony Norman, the present commanding officer, accompanied the Royal visitor when she inspected the ship's guard.



## HERMES SUNSET

BY MICHAEL WHITEHAND



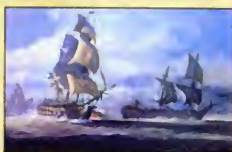
ALSO AVAILABLE

A SERIES OF  
FOUR MARITIME FINE ART PRINTS



DAWN ANCHORAGE

Two ships of the line - a three-decker and two-decker - lie at anchor in the bay.



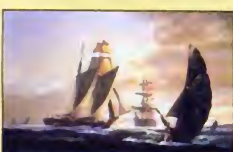
FRENCH ENCOUNTER

A short, sharp action comes to an end as a British two-decker comes up to give the coup-de-grace to her French opponent.



BATTLE OF FLAMBOROUGH HEAD

British and American frigates in action in the celebrated battle of Flamborough Head.



DESPATCHES FOR THE FLEET

A ship's ashore facilities up with despatches for the fleet.

## ORDER FORM

ALLOW 28 DAYS FOR DELIVERY

To: Newstead Publishing (1983) Ltd., 4 Windmill Road, Loughborough, Leicestershire LE11 1RA

☐ Hermes Sunset £14.95 ☐ Maritime 4 — £17.50

☐ Dawn Anchorage ☐ French Encounter ☐ Battle of Flamborough Head ☐ Despatches for the Fleet

☐ Special offer —

Hermes Sunset and set of 4 at reduced price of £29.45 (Saving £3.00)

NAME .....

ADDRESS .....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

CHEQUE/P.O. No. ....

## AT YOUR LEISURE

## The longest day goes on and on

TWENTY-TWO years ago, Hollywood money Darrell F. Zanuck spent all the money he had — plus a few more millions he managed to borrow — on a mammoth reconstruction of the D-Day landings.

"The Longest Day" was an instant success and became a classic celluloid drama of the events of June 6, 1944. The all-star cast included episodic appearances by such box-office winners as John Wayne, Henry Fonda, Robert Mitchum, Sean Connery, Kenneth More . . .

## FILMS AND VIDEOS FOR THE FLEET

In this the fortieth anniversary year of D-Day, the epic is now available on video in the library of the Royal Naval Film Corporation. Shot in black and white, it has a newsworthy quality combined with an awesome display of hardware and pyrotechnics.

Most major engagements of the Second World War have had a film

made about them at some time or another, and the RNFC's catalogue also includes "Battle of the River Plate" about the coming of the German pocket-battleship, Graf Spee; "The Battle of Midway", a decisive air-sea victory in the Pacific War; and "The Battle of the Bulge", a slightly less factual account of the Germans' last

major offensive through the Ardennes in the winter of 1944/45.

Three new 16mm films have been released to the Fleet by the RNFC. They are:

**Slayground** (18) — Peter Coyote, Mel Smiley and a bank robber accidentally kills a child while making a getaway. The child's father is a millionaire with noth-

ing on his mind but vengeance. Columbia-EMI-Warner, No. J84.

**Christine** (18) — Keith Gordon, John Stockwell, Stephen King story about a downtrodden student who acquires "Christine", a 1958 Plymouth Fury car with a life and very evil personality of its own. Columbia-EMI-Warner, No. J85.

**Running Brave** (PG) — Robby Benson, Pat Hingle. True story of a modern-day Sioux Indian and his fight against the odds to win a place in the Olympic Games. ITC, No. J86.

## The longest day goes on and on

ENGLAND'S "Welfare State" is regarded as having originated in the post-World War aim to create "a land fit for heroes to live in," but it could be claimed that it began hundreds of years before that.

Appropriately enough, the need to care for the nation's maritime heroes, as long ago as 1696, led to the passing of the Register Act. "For the Increase, and Encouragement of Seamen."

By this measure, all seamen, Royal Navy and Merchant, had to have sixpence a month deducted from their pay. In return they would become eligible for the benefits of Greenwich Hospital "by age, wounds, or other accidents they were disabled."

## BOOKS

The story of repaying England's debt to her sailors over three centuries is told in "Greenwich Hospital: A Royal Foundation 1692-1983" by Philip Newell. Copies (price £6.95, including postage) may be obtained by writing to The Director of Greenwich Hospital, 13 Devonshire Square, London EC2M 4TQ.

In recent years, as the State's welfare benefits system devel-

oped, the hospital's resources were progressively diverted to the Royal Hospital School at Holbrook, Suffolk, which has now become the foundation's most important beneficiary.

The school, which is magnificently situated, is known throughout the Service, and is a fitting memorial to the Christ concept of Queen Mary in the late 1600s, whose determination to build a home for old sailors became "the darling object of her life."

## Free to choose

For 165 years a total of more than 20,000 elderly and disabled seamen lived out the end of their days at Greenwich, and for over a century the hospital paid out pensions to old sailors and their dependants.

The new school at Holbrook came into being in 1933. Twenty years later, when the 100-ft rigged mast was taken down as unsafe, it marked the passing from a purely naval tradition to an educational establishment which can take its place in any community.

The boys there — sons and grandsons of seafarers — are free to choose whatever career they please, although many of them still opt for a life at sea.

## IN BRIEF

"Keepers of the Sea" by photographer Fred J. Maroon and naval writer Edward L. Beach, published by Arms and Armour Press (price £20), is a collection of superb colour photographs of the ships, aircraft and men of the United States Navy. An eye-catching, coffee-table production.

"Leopoldus Merula" by V. Kennedy, published by Her Majesty's Stationery Office (price £9.50), is the navigator's bible, containing tabulations for the sun, moon, planets and stars for use with a sextant. Also of value to anyone interested in astronomy.

"The Armed Yachts of Canada" by Fraser McKee, published by The Boston Mills Press, 96 Main Street, Erin, Ontario N0B 1T0. An interesting series of stories about 21 ornate, luxury yachts belonging to Ontario nobility and their use in service with the Canadian Navy during the two world wars. Price is given in Canadian dollars only — at \$24.95.

"Merchant Ship Design Since

1945" by Ben Smith, published by Ian Allan (£9.95) looks at everything from massive oil tankers to little hydrofoils. Merchant ships are more specialised than ever after a period of intense change in design and construction.

"Heart of Oak" by Tristan Jones, published by The Bodley Head (price £8.95), completes a sequence of six autobiographical books by a man who has sailed 356,000 miles in small boats and crossed the Atlantic 18 times by rubber sail. "Heart of Oak" is about his years below decks in the Royal Navy during the Second World War.

... and now for something completely different. "Leijonhufvud Merula" by V. Auvinen, distributed by Mainmast Books of Samsundham, Suffolk IP17 1JZ (price £18.25 plus £1.50 p&g) is the first substantial book to be published on the ships of the Finnish Navy. Lots of pictures, some indifferent printing (in our copy), and one unusual problem for our run-of-the-mill readers: it's written in Finnish!

"Springboard for Overlord" by Anthony Kemp, published by Milestone Publications, price £1.95. Soft-cover booklet which sets out to tell, in words and pictures, "the unusual role" played by South Hampshire in the preparations for D-Day.

## HERMES HAS THE ANSWERS

"I SEE no Mastermind" grins Magnus Magnusson as, telescope to hand, he late Cdr. John Bolger, commanding officer of HMS Hermes, try out the famous black chair.

The Hermes, now in Portsmouth, provided her hangar for the BBC Television recording of this year's "Mastermind" final transmitted on May 27.

Winner was deputy head teacher Miss Margaret Harris whose score of 38 was the highest recorded in a final during the 11 years of the BBC-1 programme.

## Flawed barrier in the Pacific

A PROVOCATIVE study of the war in the Far East is offered in "The Barrier and the Javelin" by H. P. Willmott, published by Arms and Armour Press (price £17.95).

This volume, the second of a trilogy, deals with Japanese and Allied strategies from February to June 1942, and is based on the premise that right from the start the Japanese failed to understand the nature of the war they unleashed.

They tried to make the

struggle into something it could never be, namely a fortress homeland behind a "Magnet Line" of island defences, powerful enough to make America negotiate.

In the end, crushing defeat came on land, sea, in the air — and industrially.

GET YOUR BOOK PUBLISHED AND SOLD BY A BRITISH PUBLISHER WITH COUNTRY-WIDE DISTRIBUTION FACILITIES

Details from: NEW HORIZON Dept. NN, 25, Station Road, Bognor Regis

## McLAREN BOOKS

13 East King Street  
Helenaburgh  
Dunbartonshire  
G84 7QQ

Secondhand Naval and Maritime books by post  
Send SAE for our latest catalogue

## A short history of Portsmouth Royal Dockyard

Men and ships of Portsmouth Royal Dockyard from the 12th Century to the present day. Written by the well-known Dockyard historian John Jenkins, M.B.E., and lavishly illustrated from the Wright 68L90 collection  
Price £11.85  
including post and package

Available from:  
Wright & Logan

20 Queen Street  
Portsmouth PO1 3HL  
Telephone 829555



## NEW . . . NEW . . . THE ROYAL NAVY IN FOCUS 1940-59

176 pages, superb with full-colour maps, and some you will never have heard of — each page is a wealth of detail and colour. Send your copy by return of post £6.95. Free p&g included in the price. Send your copy by return of post £6.95. Free p&g included in the price. Send your copy by return of post £6.95. Free p&g included in the price.

NAVY BOOKS, Lady Hill - Lakeland - PL14 4TB - Telephone (079-4366)

## JOY'S ROSES

## A GIFT OF LOVE

Fresh flowers sent daily from the nursery to any address in the U.K. or Ireland. Include your own special message

## SUMMER PRICE LIST 1-5-84 — 1-10-84

Regret increase in price due to rising costs

12 ROSES	Red, pink (large) .....	£7.00
10 SPRAY CARNATIONS	Mixed .....	£5.50
20 FREESIA	Mixed with fern .....	£5.00
24 ROSES	Red, pink (large) .....	£11.75
10 ROSES	Mint box .....	£5.25

JOY'S SPECIAL PACK: Roses/Spray  
Carns/Freesia/Foliage .. £10.55p

## MUCH REQUESTED CUDDLY TOYS

PENGUIN	Black/white .....	14" high £15.00p
SAMMY SEAL	Pure white .....	27" long £15.00p
SAMMY SEAL	Silver/beige .....	27" long £15.00p

## MANY MORE CUDDLES AVAILABLE

Prices and order forms available upon request. Prices include P.P. and VAT. Please make cheque or P.O. payable to:

JOY'S ROSES AND TOYS  
"Flamingo", St Sampson's, Guernsey, Channel Islands

# Who body does it better at this festival

MOUNTBATTEN Festivals of Music at the Royal Albert Hall provide colourful events on the military band scene, especially for Royal Marines band enthusiasts.

Recordings of the concerts prove popular, too, and this year's music, now available in record or cassette form, features the Massed Bands of the Royal Marines under the direction of Lieut-Col. G. A. C. Hoskins at their performance on February 15.

Side one features such old band favourites as Sousa's *Semper Fidelis* and the Post Horn Gallop, with nautical material such as "Soldiers of the Sea" and "Cockleshell Heroes" (both by Vivian Dun). The other side has big brass treatment of a selection of

Marvin Hamlisch material, including "They're Playing Our Song" and "Nobody Does It Better." There are nautical pieces, some specialty material, and a ceremonial finale in traditional vein with *Crimson*, *Unset* and *Solliloquy*.

The items are introduced by Richard Baker and Susannah Simons.

## COMPLETE SETS

The record is available as RMA 1006 at £5, including postage and packing (UK), from RMA Records, General Secretary, RMA Central Office, Royal Marines Eastern, Southsea, Hants, PO4 9PP. It is also available on cassette at the same price.

Records of the RM Massed Bands at the Royal Albert Hall concerts in earlier years are also available: 1978 (RMA 1001), £3.75; 1980 (RMA 1002), £4.75; 1982 (RMA 1004), and 1983 (RMA 1005), £5 — the latter also available on cassette at the same price.

A complete set, to include post and packing, is available at £19. (Remember to say whether cassette or record is required for RMAs 1005 and 1006.)

All cheques and postal orders should be made payable to the Royal Marines Association.



## DRUM MINOR

DRUMMING up support for the Navy is 11-year-old Benjamin Bent, who provided some of the audience participation during a local school concert by the Royal Naval Volunteer Band of RN air station Culdroe. Benjamin's efforts do not seem to be appreciated by his classmates, David Finnegan, but the musician — under Band CSM Graham Richardson — went down a treat.

## Invasion of the Brownies

FROM all over the country come reports of Brownies invading Royal Navy ships, submarines and establishments to make tea.

The onslaught, to mark the National Brownie Tea-Making Fortnight and the 70th anniversary of the youth movement, has left officers and men reeling over coffee and brownies.

Among other places Brownies visited: HMS Southampton, which was visited by the 5th Hedge End (Southampton) Pack, of which CPWFA Jim Pender, a sonar maintainer in the Southampton, is a member.

Catty Sark, where the post of the 5th St Mary Cay (Kent) Pack, was Cdr. Tony Wilks from the Royal Naval College Greenwich.

## PIRATE

HMS Alliance at the RN Submarine Museum, Gosport, where the Warship Brownies made tea for HMS Dolphin's crew and officers.

Garchoke, where Commodore David Morse, Commodore of the ship, was visited by the 1st HMS Dolphin's crew, who pulled from the water by the 1st Hellenburg Pack and revived with a cup of tea.

RN air station Culdroe, where 771 Squadron's duty Search and Rescue crew was alerted by a flare to the delights of a pot of tea brewed by the 1st Hellenburg Pack.

11M submarine Orade at Faslane, where the newly-formed 2nd Hellenburg Pack, a Search and Rescue Unit held their investment ceremony on the casing.

## Delivery delays

MAINTENANCE Books of Lisle have been unable to supply copies of their new book, "The Royal Navy Focus 1940-46," because a major fire at the printers destroyed all the copies printed last month.

They explain that copies are being rushed through other printers to supply, within the next few weeks, the many Navy Headquarters members who ordered the book.

## AROUND AND ABOUT

### Winning plays

BLACK comedy has won for HMS Culdroe in the 1984 Royal Naval Theatre Festival award for the best overall production of the Portsmouth Command. The drama, "Close of Play" by Simon Gray, received the Nore Command Cup at the final adjudication night at HMS Nelson. It was produced by Lieut.-Cdr. Mick Jordan.

Winners of the festival's Scottish Cup were HMS Cochrane with two one-act plays — "The Bear" by Anton Chekhov and "The Erpingham Camp" by Joe Orton.

### Postal cover

A POSTAL cover to mark the 65th anniversary of the sinking of the Russian cruiser Oleg is being issued by the Royal Naval Philatelic Office. The warship was sunk by Coastal Motor Boat No. 4 during Allied operations in the Bolshevik revolution. Commanding officer of the British vessel, Lieut. (later Captain) A. S. W. Agar, was awarded the VC.

The covers, to be issued on June 17, will be signed by the Fleet Office Sea Telegraph room (land where the Navy's last patrol boats were based) and by

Cdr. R. S. Agar, RN, nephew of the late Capt. Agar. Details may be obtained from the Royal Naval Philatelic Office, Fleet Air Arm Museum, RN air station Yeovilton, Somerset.

### Show willing

HMS Daedalus reacted with traditional naval courtesy and initiative when asked to send the display team to Pangbourne Show, Berkshire.

The RN air station has got a display team, just very soon put that to rights. Four weeks of hard work by 21 trainee volunteers under LPT John Lindsay produced a slick, ten-minute high-box routine which went down a treat at Pangbourne.

Unfortunately, with the continuous flow of trains passing out of Daedalus, it is not possible to sustain a permanent team.

### Ski trek

LIEUT. Bob Veal, who led a Joint Services expedition to the South Georgia Islands, and a sudden earthquake, the harbour fell into disuse and disappeared below the sea. To this ancient site HMS Hydra's diving team, led by diving archaeologist Lieut. Bob Stewart and hydrographic officer Lieut. Dave McLean, went

OVER 200 years ago an extraordinary maritime project was started on the coast of Israel near the old Phoenician settlement of Strato's Tower.

King Herod, noting the rising fortunes of the Roman Empire and sensing the rapid expansion of trade, decided to build a new port. So the city of Caesarea Maritima (named after Caesar Augustus) came to be founded.

The harbour was constructed without the help of outlying natural features and involved the siting of thousands of blocks, up to several tons in weight, to provide protective breakwaters. The port contained a number of revolutionary engineering features to keep the interior of the harbour from silting up.

## Earthquake

Caesarea expanded and for the Roman period became the leading metropolis that its founding envisaged. But with the collapse of the Roman world in the 5th and 6th centuries AD, and a sudden earthquake, the harbour fell into disuse and disappeared below the sea. To this ancient site HMS Hydra's diving team, led by diving archaeologist Lieut. Bob Stewart and hydrographic officer Lieut. Dave McLean, went

site investigating divers on fixed jacks.

The team's findings confirmed those of the university that the whole harbour is now undisturbed in the sand for 20 centuries.

The group was briefed by leading members of the centre for Maritime Studies, University of Hull, and at the site saw the massive sunken remains. The team also explored the latest find, a sunken Roman ship lying undisturbed in the sand for 20 centuries.

## Research

During the afternoon the divers set to work across the seabed and used a theodolite to establish the amount of land movement which had taken place since its construction. Levelling took place across the

## SOUVENIR COVERS

Regular RAF, RCN and other collectors' items, covering the RAF, Royal Navy, Army, Coastguard, First Flight, Fleet Air Arm, and other services, covers, cards and postcards, etc. The catalogue lists over 4,000 plus souvenir covers. WINFIELD P.O. Box 1, Thetford, Norfolk P.T.S. Member

## CAPS £2.75

WITH NAVY CROWN AND SHIP'S NAME



EVERY NAVY AND RN A SHIP'S NAME AND SHIP'S NAME. Caps available in black, red, and navy blue and are fully adjustable. Caps with embroidered name £4.25 + 50p p.p. T-shirt printing and embroidery also available. Tel: 0952-27174

## MINIATURE MEDALS

EXAMPLES MAMDSM RN NAVY'S OCC 30, South Atlantic + Rosette 12 CC 30M Northern Ireland CC 30 Maritime Mounting Bars 1 Medal 25p, 2 Medals 50p, 4 Medals 100p Plus 15p V.A.T. (U.K. orders) - 25p postage at orders

Also a day Mourning Service (full size and miniature)

Large stock of rare British Badges. Send for catalogue of all other miniature medals and services or

Miniature Medals (NN) 30 Coventry Road, Burslem, Stoke-on-Trent ST10 2HP TEL: 0455-38622

## CLUB SWEATERS

BRITISH MADE

As supplied to regiments, squadrons & ships worldwide. Specialty embroidered with your own design, giving instant recognition and a real sense of identity. Choice of "Superwash" Lamswool, Shetland & Acrylic. Prices from £5.70 to £10.95. Quantity discounts available - we supply from 1 sweater upwards. FREE JACQUARD on 45 garments and above - FREE SWEATER VOUCHER. SWEATSHIRTS & T-SHIRTS CUSTOM PRINTED

Send for free Illustrated Booklet. SPORTS & LEISURE PRODUCTS (LIM) LTD, 1000, MANCHESTER WORKS WILKINS RD, TEL: 0204 400656

## WRENS WHERE ARE YOU NOW?

Past and present members of the WRENS and DAFNINS are invited to join The Association of Wrens and enjoy Fellowship and Branch meetings.

A reunion is planned for 1984 so apply now for membership. Membership Secretary, Association of Wrens, 14 Chesham Street, London SW1X 8NL

## RN & FAA COVERS WANTED

Interested in the following: 1. Covers for sale or swap. 2. Covers for sale or swap. 3. Covers for sale or swap. 4. Covers for sale or swap. 5. Covers for sale or swap. 6. Covers for sale or swap. 7. Covers for sale or swap. 8. Covers for sale or swap. 9. Covers for sale or swap. 10. Covers for sale or swap. 11. Covers for sale or swap. 12. Covers for sale or swap. 13. Covers for sale or swap. 14. Covers for sale or swap. 15. Covers for sale or swap. 16. Covers for sale or swap. 17. Covers for sale or swap. 18. Covers for sale or swap. 19. Covers for sale or swap. 20. Covers for sale or swap. 21. Covers for sale or swap. 22. Covers for sale or swap. 23. Covers for sale or swap. 24. Covers for sale or swap. 25. Covers for sale or swap. 26. Covers for sale or swap. 27. Covers for sale or swap. 28. Covers for sale or swap. 29. Covers for sale or swap. 30. Covers for sale or swap. 31. Covers for sale or swap. 32. Covers for sale or swap. 33. Covers for sale or swap. 34. Covers for sale or swap. 35. Covers for sale or swap. 36. Covers for sale or swap. 37. Covers for sale or swap. 38. Covers for sale or swap. 39. Covers for sale or swap. 40. Covers for sale or swap. 41. Covers for sale or swap. 42. Covers for sale or swap. 43. Covers for sale or swap. 44. Covers for sale or swap. 45. Covers for sale or swap. 46. Covers for sale or swap. 47. Covers for sale or swap. 48. Covers for sale or swap. 49. Covers for sale or swap. 50. Covers for sale or swap. 51. Covers for sale or swap. 52. Covers for sale or swap. 53. Covers for sale or swap. 54. Covers for sale or swap. 55. Covers for sale or swap. 56. Covers for sale or swap. 57. Covers for sale or swap. 58. Covers for sale or swap. 59. Covers for sale or swap. 60. Covers for sale or swap. 61. Covers for sale or swap. 62. Covers for sale or swap. 63. Covers for sale or swap. 64. Covers for sale or swap. 65. Covers for sale or swap. 66. Covers for sale or swap. 67. Covers for sale or swap. 68. Covers for sale or swap. 69. Covers for sale or swap. 70. Covers for sale or swap. 71. Covers for sale or swap. 72. Covers for sale or swap. 73. Covers for sale or swap. 74. Covers for sale or swap. 75. Covers for sale or swap. 76. Covers for sale or swap. 77. Covers for sale or swap. 78. Covers for sale or swap. 79. Covers for sale or swap. 80. Covers for sale or swap. 81. Covers for sale or swap. 82. Covers for sale or swap. 83. Covers for sale or swap. 84. Covers for sale or swap. 85. Covers for sale or swap. 86. Covers for sale or swap. 87. Covers for sale or swap. 88. Covers for sale or swap. 89. Covers for sale or swap. 90. Covers for sale or swap. 91. Covers for sale or swap. 92. Covers for sale or swap. 93. Covers for sale or swap. 94. Covers for sale or swap. 95. Covers for sale or swap. 96. Covers for sale or swap. 97. Covers for sale or swap. 98. Covers for sale or swap. 99. Covers for sale or swap. 100. Covers for sale or swap. 101. Covers for sale or swap. 102. Covers for sale or swap. 103. Covers for sale or swap. 104. Covers for sale or swap. 105. Covers for sale or swap. 106. Covers for sale or swap. 107. Covers for sale or swap. 108. Covers for sale or swap. 109. Covers for sale or swap. 110. Covers for sale or swap. 111. Covers for sale or swap. 112. Covers for sale or swap. 113. Covers for sale or swap. 114. Covers for sale or swap. 115. Covers for sale or swap. 116. Covers for sale or swap. 117. Covers for sale or swap. 118. Covers for sale or swap. 119. Covers for sale or swap. 120. Covers for sale or swap. 121. Covers for sale or swap. 122. Covers for sale or swap. 123. Covers for sale or swap. 124. Covers for sale or swap. 125. Covers for sale or swap. 126. Covers for sale or swap. 127. Covers for sale or swap. 128. Covers for sale or swap. 129. Covers for sale or swap. 130. Covers for sale or swap. 131. Covers for sale or swap. 132. Covers for sale or swap. 133. Covers for sale or swap. 134. Covers for sale or swap. 135. Covers for sale or swap. 136. Covers for sale or swap. 137. Covers for sale or swap. 138. Covers for sale or swap. 139. Covers for sale or swap. 140. Covers for sale or swap. 141. Covers for sale or swap. 142. Covers for sale or swap. 143. Covers for sale or swap. 144. Covers for sale or swap. 145. Covers for sale or swap. 146. Covers for sale or swap. 147. Covers for sale or swap. 148. Covers for sale or swap. 149. Covers for sale or swap. 150. Covers for sale or swap. 151. Covers for sale or swap. 152. Covers for sale or swap. 153. Covers for sale or swap. 154. Covers for sale or swap. 155. Covers for sale or swap. 156. Covers for sale or swap. 157. Covers for sale or swap. 158. Covers for sale or swap. 159. Covers for sale or swap. 160. Covers for sale or swap. 161. Covers for sale or swap. 162. Covers for sale or swap. 163. Covers for sale or swap. 164. Covers for sale or swap. 165. Covers for sale or swap. 166. Covers for sale or swap. 167. Covers for sale or swap. 168. Covers for sale or swap. 169. Covers for sale or swap. 170. Covers for sale or swap. 171. Covers for sale or swap. 172. Covers for sale or swap. 173. Covers for sale or swap. 174. Covers for sale or swap. 175. Covers for sale or swap. 176. Covers for sale or swap. 177. Covers for sale or swap. 178. Covers for sale or swap. 179. Covers for sale or swap. 180. Covers for sale or swap. 181. Covers for sale or swap. 182. Covers for sale or swap. 183. Covers for sale or swap. 184. Covers for sale or swap. 185. Covers for sale or swap. 186. Covers for sale or swap. 187. Covers for sale or swap. 188. Covers for sale or swap. 189. Covers for sale or swap. 190. Covers for sale or swap. 191. Covers for sale or swap. 192. Covers for sale or swap. 193. Covers for sale or swap. 194. Covers for sale or swap. 195. Covers for sale or swap. 196. Covers for sale or swap. 197. Covers for sale or swap. 198. Covers for sale or swap. 199. Covers for sale or swap. 200. Covers for sale or swap. 201. Covers for sale or swap. 202. Covers for sale or swap. 203. Covers for sale or swap. 204. Covers for sale or swap. 205. Covers for sale or swap. 206. Covers for sale or swap. 207. Covers for sale or swap. 208. Covers for sale or swap. 209. Covers for sale or swap. 210. Covers for sale or swap. 211. Covers for sale or swap. 212. Covers for sale or swap. 213. Covers for sale or swap. 214. Covers for sale or swap. 215. Covers for sale or swap. 216. Covers for sale or swap. 217. Covers for sale or swap. 218. Covers for sale or swap. 219. Covers for sale or swap. 220. Covers for sale or swap. 221. Covers for sale or swap. 222. Covers for sale or swap. 223. Covers for sale or swap. 224. Covers for sale or swap. 225. Covers for sale or swap. 226. Covers for sale or swap. 227. Covers for sale or swap. 228. Covers for sale or swap. 229. Covers for sale or swap. 230. Covers for sale or swap. 231. Covers for sale or swap. 232. Covers for sale or swap. 233. Covers for sale or swap. 234. Covers for sale or swap. 235. Covers for sale or swap. 236. Covers for sale or swap. 237. Covers for sale or swap. 238. Covers for sale or swap. 239. Covers for sale or swap. 240. Covers for sale or swap. 241. Covers for sale or swap. 242. Covers for sale or swap. 243. Covers for sale or swap. 244. Covers for sale or swap. 245. Covers for sale or swap. 246. Covers for sale or swap. 247. Covers for sale or swap. 248. Covers for sale or swap. 249. Covers for sale or swap. 250. Covers for sale or swap. 251. Covers for sale or swap. 252. Covers for sale or swap. 253. Covers for sale or swap. 254. Covers for sale or swap. 255. Covers for sale or swap. 256. Covers for sale or swap. 257. Covers for sale or swap. 258. Covers for sale or swap. 259. Covers for sale or swap. 260. Covers for sale or swap. 261. Covers for sale or swap. 262. Covers for sale or swap. 263. Covers for sale or swap. 264. Covers for sale or swap. 265. Covers for sale or swap. 266. Covers for sale or swap. 267. Covers for sale or swap. 268. Covers for sale or swap. 269. Covers for sale or swap. 270. Covers for sale or swap. 271. Covers for sale or swap. 272. Covers for sale or swap. 273. Covers for sale or swap. 274. Covers for sale or swap. 275. Covers for sale or swap. 276. Covers for sale or swap. 277. Covers for sale or swap. 278. Covers for sale or swap. 279. Covers for sale or swap. 280. Covers for sale or swap. 281. Covers for sale or swap. 282. Covers for sale or swap. 283. Covers for sale or swap. 284. Covers for sale or swap. 285. Covers for sale or swap. 286. Covers for sale or swap. 287. Covers for sale or swap. 288. Covers for sale or swap. 289. Covers for sale or swap. 290. Covers for sale or swap. 291. Covers for sale or swap. 292. Covers for sale or swap. 293. Covers for sale or swap. 294. Covers for sale or swap. 295. Covers for sale or swap. 296. Covers for sale or swap. 297. Covers for sale or swap. 298. Covers for sale or swap. 299. Covers for sale or swap. 300. Covers for sale or swap. 301. Covers for sale or swap. 302. Covers for sale or swap. 303. Covers for sale or swap. 304. Covers for sale or swap. 305. Covers for sale or swap. 306. Covers for sale or swap. 307. Covers for sale or swap. 308. Covers for sale or swap. 309. Covers for sale or swap. 310. Covers for sale or swap. 311. Covers for sale or swap. 312. Covers for sale or swap. 313. Covers for sale or swap. 314. Covers for sale or swap. 315. Covers for sale or swap. 316. Covers for sale or swap. 317. Covers for sale or swap. 318. Covers for sale or swap. 319. Covers for sale or swap. 320. Covers for sale or swap. 321. Covers for sale or swap. 322. Covers for sale or swap. 323. Covers for sale or swap. 324. Covers for sale or swap. 325. Covers for sale or swap. 326. Covers for sale or swap. 327. Covers for sale or swap. 328. Covers for sale or swap. 329. Covers for sale or swap. 330. Covers for sale or swap. 331. Covers for sale or swap. 332. Covers for sale or swap. 333. Covers for sale or swap. 334. Covers for sale or swap. 335. Covers for sale or swap. 336. Covers for sale or swap. 337. Covers for sale or swap. 338. Covers for sale or swap. 339. Covers for sale or swap. 340. Covers for sale or swap. 341. Covers for sale or swap. 342. Covers for sale or swap. 343. Covers for sale or swap. 344. Covers for sale or swap. 345. Covers for sale or swap. 346. Covers for sale or swap. 347. Covers for sale or swap. 348. Covers for sale or swap. 349. Covers for sale or swap. 350. Covers for sale or swap. 351. Covers for sale or swap. 352. Covers for sale or swap. 353. Covers for sale or swap. 354. Covers for sale or swap. 355. Covers for sale or swap. 356. Covers for sale or swap. 357. Covers for sale or swap. 358. Covers for sale or swap. 359. Covers for sale or swap. 360. Covers for sale or swap. 361. Covers for sale or swap. 362. Covers for sale or swap. 363. Covers for sale or swap. 364. Covers for sale or swap. 365. Covers for sale or swap. 366. Covers for sale or swap. 367. Covers for sale or swap. 368. Covers for sale or swap. 369. Covers for sale or swap. 370. Covers for sale or swap. 371. Covers for sale or swap. 372. Covers for sale or swap. 373. Covers for sale or swap. 374. Covers for sale or swap. 375. Covers for sale or swap. 376. Covers for sale or swap. 377. Covers for sale or swap. 378. Covers for sale or swap. 379. Covers for sale or swap. 380. Covers for sale or swap. 381. Covers for sale or swap. 382. Covers for sale or swap. 383. Covers for sale or swap. 384. Covers for sale or swap. 385. Covers for sale or swap. 386. Covers for sale or swap. 387. Covers for sale or swap. 388. Covers for sale or swap. 389. Covers for sale or swap. 390. Covers for sale or swap. 391. Covers for sale or swap. 392. Covers for sale or swap. 393. Covers for sale or swap. 394. Covers for sale or swap. 395. Covers for sale or swap. 396. Covers for sale or swap. 397. Covers for sale or swap. 398. Covers for sale or swap. 399. Covers for sale or swap. 400. Covers for sale or swap. 401. Covers for sale or swap. 402. Covers for sale or swap. 403. Covers for sale or swap. 404. Covers for sale or swap. 405. Covers for sale or swap. 406. Covers for sale or swap. 407. Covers for sale or swap. 408. Covers for sale or swap. 409. Covers for sale or swap. 410. Covers for sale or swap. 411. Covers for sale or swap. 412. Covers for sale or swap. 413. Covers for sale or swap. 414. Covers for sale or swap. 415. Covers for sale or swap. 416. Covers for sale or swap. 417. Covers for sale or swap. 418. Covers for sale or swap. 419. Covers for sale or swap. 420. Covers for sale or swap. 421. Covers for sale or swap. 422. Covers for sale or swap. 423. Covers for sale or swap. 424. Covers for sale or swap. 425. Covers for sale or swap. 426. Covers for sale or swap. 427. Covers for sale or swap. 428. Covers for sale or swap. 429. Covers for sale or swap. 430. Covers for sale or swap. 431. Covers for sale or swap. 432. Covers for sale or swap. 433. Covers for sale or swap. 434. Covers for sale or swap. 435. Covers for sale or swap. 436. Covers for sale or swap. 437. Covers for sale or swap. 438. Covers for sale or swap. 439. Covers for sale or swap. 440. Covers for sale or swap. 441. Covers for sale or swap. 442. Covers for sale or swap. 443. Covers for sale or swap. 444. Covers for sale or swap. 445. Covers for sale or swap. 446. Covers for sale or swap. 447. Covers for sale or swap. 448. Covers for sale or swap. 449. Covers for sale or swap. 450. Covers for sale or swap. 451. Covers for sale or swap. 452. Covers for sale or swap. 453. Covers for sale or swap. 454. Covers for sale or swap. 455. Covers for sale or swap. 456. Covers for sale or swap. 457. Covers for sale or swap. 458. Covers for sale or swap. 459. Covers for sale or swap. 460. Covers for sale or swap. 461. Covers for sale or swap. 462. Covers for sale or swap. 463. Covers for sale or swap. 464. Covers for sale or swap. 465. Covers for sale or swap. 466. Covers for sale or swap. 467. Covers for sale or swap. 468. Covers for sale or swap. 469. Covers for sale or swap. 470. Covers for sale or swap. 471. Covers for sale or swap. 472. Covers for sale or swap. 473. Covers for sale or swap. 474. Covers for sale or swap. 475. Covers for sale or swap. 476. Covers for sale or swap. 477. Covers for sale or swap. 478. Covers for sale or swap. 479. Covers for sale or swap. 480. Covers for sale or swap. 481. Covers for sale or swap. 482. Covers for sale or swap. 483. Covers for sale or swap. 484. Covers for sale or swap. 485. Covers for sale or swap. 486. Covers for sale or swap. 487. Covers for sale or swap. 488. Covers for sale or swap. 489. Covers for sale or swap. 490. Covers for sale or swap. 491. Covers for sale or swap. 492. Covers for sale or swap. 493. Covers for sale or swap. 494. Covers for sale or swap. 495. Covers for sale or swap. 496. Covers for sale or swap. 497. Covers for sale or swap. 498. Covers for sale or swap. 499. Covers for sale or swap. 500. Covers for sale or swap. 501. Covers for sale or swap. 502. Covers for sale or swap. 503. Covers for sale or swap. 504. Covers for sale or swap. 505. Covers for sale or swap. 506. Covers for sale or swap. 507. Covers for sale or swap. 508. Covers for sale or swap. 509. Covers for sale or swap. 510. Covers for sale or swap. 511. Covers for sale or swap. 512. Covers for sale or swap. 513. Covers for sale or swap. 514. Covers for sale or swap. 515. Covers for sale or swap. 516. Covers for sale or swap. 517. Covers for sale or swap. 518. Covers for sale or swap. 519. Covers for sale or swap. 520. Covers for sale or swap. 521. Covers for sale or swap. 522. Covers for sale or swap. 523. Covers for sale or swap. 524. Covers for sale or swap. 525. Covers for sale or swap. 526. Covers for sale or swap. 527. Covers for sale or swap. 528. Covers for sale or swap. 529. Covers for sale or swap. 530. Covers for sale or swap. 531. Covers for sale or swap. 532. Covers for sale or swap. 533. Covers for sale or swap. 534. Covers for sale or swap. 535. Covers for sale or swap. 536. Covers for sale or swap. 537. Covers for sale or swap. 538. Covers for sale or swap. 539. Covers for sale or swap. 540. Covers for sale or swap. 541. Covers for sale or swap. 542. Covers for sale or swap. 543. Covers for sale or swap. 544. Covers for sale or swap. 545. Covers for sale or swap. 546. Covers for sale or swap. 547. Covers for sale or swap. 548. Covers for sale or swap. 549. Covers for sale or swap. 550. Covers for sale or swap. 551. Covers for sale or swap. 552. Covers for sale or swap. 553. Covers for sale or swap. 554. Covers for sale or swap. 555. Covers for sale or swap. 556. Covers for sale or swap. 557. Covers for sale or swap. 558. Covers for sale or swap. 559. Covers for sale or swap. 560. Covers for sale or swap. 561. Covers for sale or swap. 562. Covers for sale or swap. 563. Covers for sale or swap. 564. Covers for sale or swap. 565. Covers for sale or swap. 566. Covers for sale or swap. 567. Covers for sale or swap. 568. Covers for sale or swap. 569. Covers for sale or swap. 570. Covers for sale or swap. 571. Covers for sale or swap. 572. Covers for sale or swap. 573. Covers for sale or swap. 574. Covers for sale or swap. 575. Covers for sale or swap. 576. Covers for sale or swap. 577. Covers for sale or swap. 578. Covers for sale or swap. 579. Covers for sale or swap. 580. Covers for sale or swap. 581. Covers for sale or swap. 582. Covers for sale or swap. 583. Covers for sale or swap. 584. Covers for sale or swap. 585. Covers for sale or swap. 586. Covers for sale or swap. 587. Covers for sale or swap. 588. Covers for sale or swap. 589. Covers for sale or swap. 590. Covers for sale or swap. 591. Covers for sale or swap. 592. Covers for sale or swap. 593. Covers for sale or swap. 594. Covers for sale or swap. 595. Covers for sale or swap. 596. Covers for sale or swap. 597. Covers for sale or swap. 598. Covers for sale or swap. 599. Covers for sale or swap. 600. Covers for sale or swap. 601. Covers for sale or swap. 602. Covers for sale or swap. 603. Covers for sale or swap. 604. Covers for sale or swap. 605. Covers for sale or swap. 606. Covers for sale or swap. 607. Covers for sale or swap. 608. Covers for sale or swap. 609. Covers for sale or swap. 610. Covers for sale or swap. 611. Covers for sale or swap. 612. Covers for sale or swap. 613. Covers for sale or swap. 614. Covers for sale or swap. 615. Covers for sale or swap. 616. Covers for sale or swap. 617. Covers for sale or swap. 618. Covers for sale or swap. 619. Covers for sale or swap. 620. Covers for sale or swap. 621. Covers for sale or swap. 622. Covers for sale or swap. 623. Covers for sale or swap. 624. Covers for sale or swap. 625. Covers for sale or swap. 626. Covers for sale or swap. 627. Covers for sale or swap. 628. Covers for sale or swap. 629. Covers for sale or swap. 630. Covers for sale or swap. 631. Covers for sale or swap. 632. Covers for sale or swap. 633. Covers for sale or swap. 634. Covers for sale or swap. 635. Covers for sale or swap. 636. Covers for sale or swap. 637. Covers for sale or swap. 638. Covers for sale or swap. 639. Covers for sale or swap. 640. Covers for sale or swap. 641. Covers for sale or swap. 642. Covers for sale or swap. 643. Covers for sale or swap. 644. Covers for sale or swap. 645. Covers for sale or swap. 646. Covers for sale or swap. 647. Covers for sale or swap. 648. Covers for sale or swap. 649. Covers for sale or swap. 650. Covers for sale or swap. 651. Covers for sale or swap. 652. Covers for sale or swap. 653. Covers for sale or swap. 654. Covers for sale or swap. 655. Covers for sale or swap. 656. Covers for sale or swap. 657. Covers for sale or swap. 658. Covers for sale or swap. 659. Covers for sale or swap. 660. Covers for sale or swap. 661. Covers for sale or swap. 662. Covers for sale or swap. 663. Covers for sale or swap. 664. Covers for sale or swap. 665. Covers for sale or swap. 666. Covers for sale or swap. 667. Covers for sale or swap. 668. Covers for sale or swap. 669. Covers for sale or swap. 670. Covers for sale or swap. 671. Covers for sale or swap. 672.











# OMAN

## A Closer Look

**A** closer look at Oman will reveal a country of changing fortunes. Like most seafaring nations—a colourful history. Between the 7th and 15th centuries, long distance commercial seafaring brought tremendous riches and wealth to Oman. The Golden Age. This wealth however, soon attracted the might of the Portuguese to the Gulf, and for 140 years Lisbon dominated Oman's coastline. Having driven out the Portuguese in 1643, Oman once again became the dominant maritime power in the Western Indian Ocean.

But the constant threat of invasion and civil upheaval in the 18th Century saw the ruling Ya'arubi family lose control. As the country's disintegration seemed imminent, the Governor of Sohar, in the north, stepped in and succeeded in uniting the nation. The threat of invasion was averted. The Governor was elected Imam of Oman in 1741, and his accession in the timeline marked the beginning of the rule of Al Said—the ruling family today.

For the first time, the long term view was considered. The Navy and Army were strengthened, the capital transferred to the coast at Muscat from the interior and firm trade agreements with Persia and East Africa were made.

A new stability and security pervaded. Diplomatic relations were set up with Britain, the USA, France and Holland. A whole new world trade network became available to Oman. Until 1971, and despite the intrusion of the two world wars, the country had developed slowly but since the present Sultan came to power 14 years ago, Oman has, and is, developing at a dramatic pace.

This colourful history, created by the adventurous outgoing nature of the Omani people, is matched by the stunning geography of the country. Their culture embraces Islam and whilst in the West might not fully appreciate Eastern religion, it is soon realised that the pride, independence, generosity and hospitality of Omani people stem from their Muslim beliefs.

Today a liberal attitude towards religion exists, enhancing the integration of British and other National influences. A wealth of history, a proud and warm people and a liberal atmosphere in a country long associated with Britain—That is Oman.

Because of its strong links with Britain, Oman has always welcomed British expertise. Continuing opportunities are available to former British Officers and Senior Ratings to aid the development of the Sultan of Oman's Navy.

The Naval Officer or Senior Rating looking for a professional and training challenge, and who as an individual, wishes to make a profound contribution to an already advanced Navy, should take a closer look at Oman.

Further information and application forms are available on request from:  
Helen Griffey, AKA International, 17-19 Madden Street, London W1K 0EY.  
Telephone: 01-408 1000.

## PICTURE FACTS



Centuries of long-distance commercial sea-faring



Dramatic mosques symbolise Oman's Islamic culture



An independent, proud and hospitable people



Oman has always welcomed British expertise



قوات سلطان عمان البحرية  
SULTAN OF OMAN'S NAVY

## ENGINEERS AND TECHNICIANS

# LAND A CIVILIAN CAREER IN SAUDI ARABIA



A high standard of living in civilian life starts with some down-to-earth facts:

- Overseas work, tax-free, with all living found, is one of the fastest ways to save capital.
- Lockheed offers one of the best packages in the Middle East—including free food, accommodation, laundry, transport etc., extensive sports and recreation facilities, free return flights at leave periods, and much more besides.
- You can use and develop your service trade skills, enjoy job security, comradeship and long term prospects with Lockheed.

### GROUND RADIO TECHNICIANS

at least 2 years each in SHF microwave, LOS radio, and UHF, FDM, and ideally familiarity with HF ground stations, voice frequency, telegraphy terminal, status monitoring and alarm telemetry, UHF and VHF LOS radio.

### ADX 6400 OPERATORS

5+ years in a comm centre including minimum 6 months as an automatic message switch operator working on ADX 6400.

### ADX 6400 MAINTENANCE ENGINEERS & TECHNICIANS

3 years' message switch maintenance including 1 year's experience of ADX 6400

### ATC RADAR TECHNICIANS

at least 2 years each on ATC surveillance radar, IFF/SSR, PAR, and programmable display systems. You should, ideally also be familiar with TACAN

### NAVAIDS TECHNICIANS

at least 2 years each in 3 out of the 4 following: ILS, CADF or DRDF, VHF/UHF, and microprocessor controlled voice communication systems. Experience of meteorological weather stations is also desirable.

If your tour in the forces is almost complete, land yourself an outstanding civilian career supporting the Royal Saudi Air Force, by requesting an application form or sending your CV to:

WEBB WHITLEY ASSOCIATES LIMITED,

International Recruitment Consultants,

45 Kensington High Street, London W8 5ED

Telephone 01-937 6586. Please quote ref. X/NAV.



# OPERATORS

## When you leave the Services . . .

Contact the Three Tees Agency and let your Service skills pay in Civvy Street

The Three Tees Agency serves 6,000 companies and deals solely with vacancies for Telephone, Telex, and Teleprinter Operators. You can be sure of a warm welcome and free advice and guidance on employment prospects in the commercial world of Telecommunications. If you are rusty, we can

give you the opportunity to brush up your operating and also familiarise you with commercial routines and equipment, and then guide you to the right job, permanent or temporary. In some cases resettlement courses are available for those seeking permanent employment in the Greater London area.



Call, write or telephone  
110 Fleet Street EC4 01-353 3611  
124 Regent Street W1 01-734 0365

**THREE TEES AGENCY** The Team to Trust



## Overseas Employment

Airwork Limited employ a large number of Ex-Service Tradesmen in the Sultanate of Oman on a comprehensive service and Maintenance Contract for the modern Air Force and for Army and Navy Radio and Radar equipment. If you are leaving the Services shortly, are of Fitter grade or above and would like to be considered for a vacancy in one of the grades involved, please write in confidence to the Company Personnel Manager at the address given below.

The appointments are bachelor status offering:

- Good tax-free salary and allowances on open-ended contracts
- Generous annual cash bonuses
- Free accommodation and medical services
- Free catering to a very high standard
- Free air travel for 3 weeks UK leave every 20 weeks
- Excellent working conditions
- Good recreational facilities catering for a wide range of spare time interests and activities



**Airwork**  
Limited



BOURNEMOUTH - HURN AIRPORT, CHRISTCHURCH, DORSET, BH23 6EB  
TELEPHONE: BOURNEMOUTH (0202) 57221

Do you know another Low Cost  
Endowment which provides a

## WRITTEN GUARANTEE

of a future mortgage?

**GUARANTEED** Building society mortgages after 2½ or 5 years.

By saving through a House Purchase Plus Guaranteed Mortgage Plan.

**GUARANTEED** Repayment at maturity. Ordinary low cost endowments do not guarantee this.

**GUARANTEED** Protection when interest rates change. When interest rates rise, your House Purchase Plus premium actually falls.

### YOUR SECOND CAREER

Will you be looking for a second career soon? Windsor Life offers the opportunity to sell an attractive range of products including our Guaranteed Mortgage Plan.

For further advice about the Guaranteed Mortgage Plan or job opportunities please tick the appropriate box.

To: Windsor Life Assurance Company Limited, Royal Albert House, Windsor, Berks. SL4 1BR Tel: Windsor (07535) 68144

I would like full information on:

House Purchase Plus ☐ Career opportunities with Windsor Life ☐

Name:

Address:

Tel. No.



**Windsor Life**  
Assurance Company Ltd

NSM/84

## AIRCRAFT ENGINEERING AND ASSOCIATED SUPPORT SERVICES

Marshall of Cambridge (Outstations) Ltd., contractors to the Ministry of Defence, have vacancies from time to time for Technicians in the following trades: Airframe, Propulsion, Electrical, Instruments, Survival, Equipment and Radio Radar Air/Ground, with occasional vacancies in ground support trades. Good rates of pay, 25 days' annual holiday, sick pay scheme, free life assurance, housing readily available in the locality to rent or purchase.

Apply to

Senior Administrative Officer

Marshall of Cambridge (Outstations) Ltd.

Shawbury, Shrewsbury, Shropshire SY4 4DH

Telephone Shawbury (0839) 250351 extension 351 or 349

## Pioneer Mutual INSURANCE SERVICES LIMITED

(Formerly LJS Life and Pension Services Ltd.)

### HAVE YOU PLANNED YOUR FUTURE?

- ★ DECIDED WHERE TO LIVE
- ★ BOUGHT YOUR OWN HOUSE
- ★ DECIDED WHAT WORK YOU WOULD LIKE TO DO + ASSESSED JOB PROSPECTS IN THE AREA OF YOUR CHOICE

For many personnel leaving the Service life could be very difficult — but for those with courage and determination it could mean the start of a new career in the insurance industry.

Our company is expanding rapidly and the programme covers the whole of the UK and West Germany with opportunities in all areas.

**IT IS WORTH THINKING ABOUT!**

For further information complete the coupon below

Name .....  
Address ..... Tel. No. ....  
Age ..... Due out .....

**Pioneer Mutual Insurance Services Limited,**  
Pioneer House, 63 Thorpe Road, Norwich NR1 1UD.  
Telephone: 0603 612804 / 613695 / 612340

**NSS NEWSAGENTS LTD**

Currently have openings for

**HUSBAND & WIFE  
MANAGEMENT TEAMS**We can offer a joint income after training of  
**OVER £8,000 PER ANNUM**

PLUS: Free accommodation

PLUS: Participation in a highly attractive bonus scheme

PLUS: Full training with pay

If you are looking for a variety and independence and  
a position with excellent promotion prospects, then  
this could be the job for you**YOU CAN ALSO APPLY EITHER WITHOUT A  
PARTNER, OR WITH YOUR PARTNER WORKING  
PART-TIME ONLY**For further details, write today quoting Ref. NN on the  
envelope, to:**Personnel Dept., NSS Newsagents Ltd.  
Elizabeth House, Duke Street  
Woking, Surrey****PILOTS!**

Are you leaving the Service shortly?

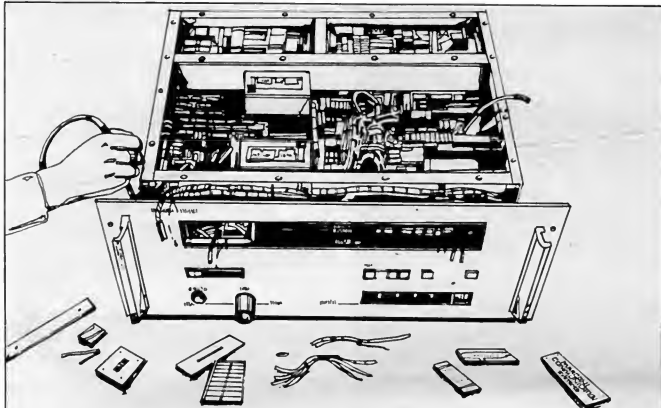
**'TRAIN WITH TRENT'****FOR ALL YOUR CIVILIAN LICENCES**

- All types of flying training for fixed and rotary wing
  - Full ground school courses for all CAA written examinations
  - CPL Correspondence Course
  - All Staff Instructors ex-Service — Resident Examiners
  - Deferred payment terms — details on request
- We would be pleased to advise you on civil licence requirements

**Trent****Air Services**CAA APPROVED  
CRANFIELD AIRFIELD, BEDFORD, ENGLAND MK43 6AL  
Telephone (0254) 751245 Telex 826178**NAVY NEWS  
DISPLAY ADVERT RATES**

Whole page	£1,000
Half page	£550
Quarter page	£325
Single column	£20

(Minimum 2.5 gms.)

For rates, terms, special discounts and  
other details please write  
Business ManagerNAVY NEWS  
P.M.S. Nelson  
Telephone Portsmouth 0236540 or  
Naval Base 02231  
(telex 24226)**Although we've never  
met, you probably know  
us inside out.**

Both your training and exposure to the most  
advanced equipment in use today have  
prepared you to take up a key role in industry, now  
that you're leaving the Forces. And where  
better than with one of Britain's most accomplished  
electronics companies.

Our projects include radio and TV broadcast

**Test Engineering**involves production testing and fault-finding on a  
wide range of equipment, using the most sophisticated  
test techniques and equipment**Technical Publication**involves working as a Technical Author or Circuit  
Delineator on a variety of projects covering complex  
electronic equipment and systems. Vacancies exist  
in both Chelmsford and Norwich.

If you'd like to know more about our work and what we can offer you, write with a brief outline of  
your service career to Ken Dumbrell, Marconi Communication Systems Limited, New Street,  
Chelmsford, Essex. Telephone: Chelmsford (0245) 353221. Ext. 114.

**Marconi**  
Communication Systemsequipment, satellite earth stations, naval  
communications, troposcatter and line-of-sight  
networks.To meet future order commitments, we're now  
looking for men and women with experience of  
Microwave or digital systems or high power  
transmitters to work in the following areas -**Installation Engineering**involves the installation and maintenance of many  
of the systems described, both in the UK and over  
seas, generally unaccompanied**Systems/Sales Engineering**involves assessing the technical implications of a  
sales enquiry and the translation of customer require-  
ments into systems drawings and technical notes,  
ready to make a formal tender. It is a role which  
involves working closely with our customers in the  
UK and overseas.**Use OUR EXPERIENCE to  
MAKE the MOST of YOURS**

We offer:

A RECRUITMENT AGENCY specialising in placing ex  
HM Forces technicians and engineers in civilian employ-  
ment. Our service is confidential and free of charge.TECHNICAL AUTHORSHIP COURSES sponsored by  
the Government, which can be taken full time during  
your last few weeks of service — or later if you wish.Write now for details stating clearly whether Recruitment  
or Course or both, to:Chequers Bureau TECHNICAL SERVICES LIMITED  
108 High Street, Ramsey, Huntingdon, Cambs.  
Tel: 0487 812596**What happens when  
you're an ex-service  
Telegraphist or  
Telephonist?**Well trained? Ambitious? Due to leave the  
Service shortly? Settling in London? How are  
you going to use your skills to get a good job  
in Civvy Street?The answer is to contact TRG Services, the  
leading telecommunications employment  
agency. Their ex-Service interviewers know  
your problem exactly and can help you with  
guidance, advice and job prospects. Why not  
contact them today and put your mind at rest  
about the future.**TRG SERVICES**53/54 King William Street  
London EC4R 3AA. Tel 01-236 2661**Advanced  
telecommunications:  
careers with extensive scope at  
Cheltenham**Join the Government Communications Headquarters,  
one of the world's foremost centres for R & D and  
production in voice/data communications ranging from  
HF to satellite — and their security. Some of GCHQ's  
facilities are unique and there is substantial emphasis  
on creative solutions for solving complex  
communications problems using state-of-the-art  
techniques including computer/microprocessor  
applications. Current opportunities are for:**Telecommunication  
Technical Officers**Two levels of entry providing two salary scales:  
£5,282-£9,580 and £9,400-£9,522.  
Minimum qualifications are TEC/SCOTEC in Electronics/  
Telecommunications or a similar discipline or C & G Part II  
Telecommunications Technicians Certificate or Part I plus  
Maths B, Telecommunication Principles B and either Radio  
Line Transmission B or Computers B or equivalent: ONC in  
Electrical, Electronics or Telecommunications Engineering or  
a CIE Part I Pass, or formal approved Service technical  
training. Additionally, at least (lower level) or seven  
years' (higher level) appropriate experience is essential in  
either radio communications or radar, data, computer or  
similar electronic systems. At the lower entry level first line  
technical/supervisory control of technicians involves  
hands-on participation and may involve individual work of a  
highly technical nature. The higher level involves application  
of technical knowledge and experience to work planning  
including implementation of medium to large scale projects.**Radio Technicians —  
£5,485-£7,818**To provide all aspects of technical support. Promotion  
prospects are good and linked with active encouragement  
to acquire further skills and experience. Minimum qualifications  
are a TEC Certificate in Telecommunications or equivalent,  
plus 2 or more years' practical experience.Cheltenham, a handsome Regency town, is finely-endowed  
with cultural, sports and other facilities which are equally  
available in nearby Gloucester. Close to some of Britain's  
most magnificent countryside, the area also offers  
reasonably-priced housing. Relocation assistance may be  
available.For further information and your application form, please  
telephone Cheltenham (0242) 32912/3 or write to:Recruitment Office, Government Communications Headquarters,  
Oakley Priory Road, Cheltenham,  
Gloucestershire, GL52 5AJ.



## START A PART-TIME BUSINESS FROM HOME

which may blossom into a full-time occupation, producing beautiful gold printed business cards, playing cards, matchbooks and novelty items. These are produced on a simple British made machine no larger than a typewriter. A complete installation costs only £360 which can easily be recovered in a few months. Successful operators have obtained a weekly return in excess of £300 with no previous experience. If you wish to run a most lucrative business with full backing, complete details will be sent on receipt of your stamped, addressed envelope.

Write in the first instance to:  
Washford Promotions  
132 Cumnor Hill  
Oxford OX2 9PH

## ASSOCIATE NAVAL AND SCIENTIFIC CONSULTANTS

Carmichael & Sweet Ltd. urgently need retired Naval or Scientific Officers as part-time Associate Consultants.

Telephone  
Portsmouth (0705) 739101

## EX-NAVAL PERSONNEL

living in, or near the Bournemouth / Poole area  
**The Parkstone Sea Cadets need you**

We are in need of Officers, Instructors and an Admin. Officer, to assist us bring our Unit up to maximum potential. Those with experience in sailing and other outdoor activities will be particularly welcome.

If you are interested, call or telephone Car. H. 01202 2121 or 2122 on Wednesdays and Friday evenings at the below address.

T.S. Dolphin  
Ringwood Road, Parkstone,  
Poole, Dorset  
Telephone (0202) 732012

## ALL EX-SERVICE ELECTRONICS

COMPUTERS / RADAR / SONAR / RADIO CONTROL MECHS. AND ARTS. for Civvy Street Careers.

Telephone 01-656 6931  
2 Reverse charges, and ANSPHON (ewe.) or write J.R. Personnel, 267 Portland Road, London SE25 (Agy).

Ferranti Computer Systems Ltd.

## Product Support Portsmouth

The Bracknell Division of Ferranti Computer Systems Ltd is engaged in the design and manufacture of advanced computerised control systems which are in use by the UK and many overseas defence forces.

## Product Support Engineer (Ref P/704)

A challenging position in a crucial support role is now available for a suitably qualified person to join a small team of self-motivated engineers involved in the diagnosis and repair of Ferranti PM 1600 B Naval systems using his/her initiative in this 'shoot-shooting' role. In addition there will be opportunities to use your expertise in a design role within the group.

## Post Design Engineer (Ref P/1038)

In addition we are seeking to fill a key position arising within our recently expanded design group.

Providing an excellent opportunity for career development in design support, the position carries responsibilities for investigating equipment redesign through to co-ordinating total design packages of naval systems.

We would like to hear from candidates with a minimum of HNC in Electrical Engineering or a recognised Engineering Apprenticeship, with 2-3 years systems maintenance experience on Ferranti based equipment.

Some travel and unusual hours work will be required.

A competitive salary will be offered and benefits associated with a major employer including productivity bonus and generous relocation package where applicable.

Please telephone for an application form on 0705 363101 Ext 3317, or write quoting appropriate reference to Assistant Personnel Officer, Ferranti Computer Systems Ltd, Mountbatten House, Station Road, Cosham, PORTSMOUTH, Hants. PO5 1UD.

Open to male and female applicants.

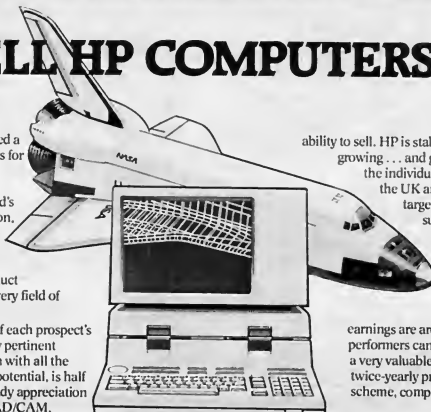
**FERRANTI**  
Selling technology

# SELL HP COMPUTERS...

Hewlett-Packard has created a superb range of computing tools for engineers, scientists and manufacturers. From powerful personal computers to the world's most compact 32-bit workstation, from real-time systems with immense computational capacity to 'factory of the future' concepts, HP has a product to help achieve excellence in every field of modern technology.

Understanding the nature of each prospect's problem, and proposing a really pertinent hardware and software solution with all the right performance and growth potential, is half the sales battle. It calls for a ready appreciation of applications as diverse as CAD/CAM, process control and quality management; a good base of engineering expertise supported by appropriate academic qualifications.

HP sales opportunities are for men and women who want the challenge of change in their lives. Among our current vacancies specific opportunities exist to sell into the MOD, calling for familiarity with procedures and practices in addition to a sound knowledge of technical computer applications and the



ability to sell. HP is stable, strongly-financed, fast-growing... and greatly concerned with the individual. You will find our training, in the UK and Europe, excellent; your targets sensible; the quality of support high; your development prospects unlimited; our style of management enlightened. Last but not least, you will be well rewarded for your efforts: on-target earnings are around £21,000 (- but top performers can more than double this -) plus a very valuable benefits package including twice-yearly profit-share, share-purchase scheme, company car, and much more.

Our rapid growth means we currently have opportunities in Reading to sell the MOD.

If you meet our requirements, and are leaving the Services in the near future, we'd be very interested to hear from you.

Telephone Wendy Owen for your application form on 0734 784774. Alternatively, write with full cv to Judy Frank, Hewlett-Packard Limited, King Street Lane, Winkers, Wokingham, Berkshire RG41 5AR.

Hewlett-Packard is an equal opportunity employer.



**HEWLETT  
PACKARD**

## ARE YOU LEAVING THE SERVICE?

There is an immediate vacancy for a **STEWART** at the Nautical Club, Bishopsgate Street, Birmingham B15 1ET. Accommodation for a married couple. Catering involved. Please apply to the Secretary.

## JOINING CIVVY STREET?

Then please let us hear your views and we'll help you get the job you want. For further details contact J. Storm C.V. SERVICES, Fernhill Court, Newbury RG16 8UP or telephone 0635 200928

## OPHIS (Operational History) Technician

Rolls-Royce & Associates Limited has powered the Royal Navy's nuclear submarines for 25 years. We currently have vacancies for Temporary **OPERATIONAL HISTORY TECHNICIANS** (Maximum 2 years) to gather submarine operating data from logs, etc. for analysis by Company Engineers. Minimum experience is Category B Nuclear Watchkeeping standard.

Write: Resource Dept., RRAA, PO Box 31, Derby DE2 8BJ

# Male Clerk/Typists

British Aerospace has requirements on its Saudi Arabia Support Contract for a number of experienced Male Clerk/Typists to work at various locations in Saudi Arabia.

This is an excellent opportunity when you leave the Service to earn a high tax-free salary as a Male Clerk/Typist...

## ... working in Saudi Arabia with BRITISH AEROSPACE

Applicants must be able to type accurately at 40 w.p.m. and have a background of general administrative/clerical experience. They must also have a full UK driving licence.

In addition to the high tax-free salary, successful candidates will receive free single accommodation, messing, medical care and other benefits, including travel-paid UK leave.

Please apply in writing giving brief details of experience or telephone Preston 634317.

The Personnel Officer, Saudi Arabia Support Dept. 038/NN, FREEPOST, British Aerospace Aircraft Group, Warton Division, Warton Aerodrome, Lancs. PR4 1LA.

**BRITISH AEROSPACE**  
Unequalled in its range of job opportunities



## Dallas Cup . . .

## Jubilee Cup . . .

## South West Counties Cup



LEFT — Pictured in Dallas, Texas, with World Cup referee Abraham Klein are members of the RN Youth soccer team. Back (left to right) are APP Patrick (Sultan), SA Riley (Neptune), Mr. Klein, SEA Travis (Dryad), WEM



Wildman (Boxer). Front are SEA Poling (Danse), SEA Bryant (Naiad) and SEA Nurdling (Minerva).  
CENTRE — Neptune skipper CPO Whisky Walker receives the Naafi Jubilee Cup from comedy actor Arthur English,



RIGHT — Pictured with the South West Counties Cup are POPT John Gwynn (left) and POPT Tommy Johnson, the men whose goals gave the Navy this trophy for the first time, as reported in last month's Navy News.

# Neptune's true grit pays off

HMS NEPTUNE have won the Naafi Jubilee Cup, becoming only the second naval side to do so in the 14 years that the Inter-Service champion of champions tournament has been staged, writes Jack Sheppard.

The 1984 Navy Cup champions entertained RAF Wyton at Dumbarton F.C., and got off to a terrible start. A first-minute mix-up between goalkeeper LMEM Neil Blackett and SA Steve Riley allowed Combined Services player Cpl Jeff Hancock to poach the easiest of goals.

But CPO Nigel Walker, the Neptune skipper, pulled them round and in the second half PO Jimmy Nesbitt equalised with a fine individual effort.

Touch-line entertainment was provided by LWPT Angie Goskirk and a group of Wrens who had trained together as cheer leaders in true American college style.

SEME Bordon, the Army champions, have won the Jubilee Cup six times, so it was no surprise when they beat RAF Wyton 3-1, a result which meant Neptune had to score two more goals than SEME in their decider at Bordon.

When SEME scored in the 36th minute, there

were few in the large crowd who would have bet against them earning their seventh cup triumph, but Neptune were to shake the centre of the REME Corps football with a performance of grit, determination and skill.

Jimmy Nesbitt equalised before the break, and ten minutes into the second half put Neptune ahead.

The all-important third for Neptune came in the 66th minute and again involved Nesbitt, who beat a defender on the flank and found PO Martin Solomon in the clear a yard from goal. Solomon made no mistake.

The victory was well earned, for in defender SA Steve Riley and Jimmy Nesbitt they had the two best players on the field. Riley, a Navy and Combined Services Youth representative, was awarded the Man of the Match accolade for an outstanding performance.

## Soccer



Sub-Lieut. Terry Osborne on his way to victory in the Inter-Service marathon.

## Marathon

# Osborne is first winner

THE ANNUAL Inter-Service marathon, run at RAF Swindon on May 2, was won for the first time in its ten year history by a Royal Navy athlete.

Sub-Lieut. Terry Osborne of RN air station Culdroe led from start to finish, winning in a time of 2hr. 25min. 33sec. He crossed the line 30 seconds ahead of Colour Sgt. M. French who led the Army to victory in the team competition.

Although the Navy team finished third, there were particularly good runs by LMEM(M) Mike Derrane (HMS Lowestoft (2.38.04)), and Cpl Mac McCarthy (RM Poole), who recorded 2.39.25.

Osborne led Naval Air Command to the Inter-Command title, while CTCRM Lymington won the Inter-Establishment championship. Second was RN air station Yeovilton and third HMS Lowestoft, whose marathon team finished an impressive 19th out of 37 unit entries.

Capt. Barry Heath RN won the Gosport and Fareham marathon in a time of 2.26.55. RNAC (South) won the team prize, with ex-PO Tom McGlenaghan fourth in 2.35.36, LMEM(M) Derrane (Lowestoft) fifth and LWTR Vic Tarrant 17th despite a stomach complaint.

# Close encounters in sunny Cornwall

## Golf

the fourth needs a special mention.

This was Lieut.-Cdr. David Codd's last match for the Navy as he is now retired. He has given to Navy golf the determination and flair associated with that flamboyant nature of his, and takes with him into retirement the very best wishes of all of us. David is the current RN golf champion.

## AIR COMMAND

The 1984 Naval Air Command championships were held at West Cornwall G.C., Lelant, on May 3-4. Superb rounds of 66 and 72 by Lieut.-Cdr. Malcolm Edmunds resulted in runaway wins in both scratch and handicap individual competitions, with PO Peter Darlington the runner-up in both.

Both the Fleet Air Arm inter-establishment trophies, the Jackdaw and Fulmar Cup, were won by the RNAS Culdroe team of Malcolm

Edmunds, CPO Pat Smith, PO Taff Ashman, Peter Darlington and LAEM Ricky Datta.

More than 60 golfers enjoyed some fine competition and were rewarded from an excellent prize table generously sponsored by the National and Provincial Building Society.

## SPRING MEETING

In the recent RNGS spring meeting, the prelude to the two days Blackmoor and Liphedge Golf Clubs was the Admirals Bowl. This traditional cricket raised was won by Rear-Admiral J. A. Levers with 35 points.

In the main match play competition, Division I was won for the second consecutive year by Lieut. Gus Stretton (DNK), who beat Cpl Bob Worledge (Sultan) two and one, and Division II by Lieut.-Cdr. Roger Knight (RNWS Criminals), who beat Lieut.-Cdr. Peter Plumb (Cambridge) on the 18th two and one.

The Navy championships are at Blackmoor from June 13 to 15, and players of 12 handicap or better may apply through their command secretaries or direct to me in HMS Excellent (ext. 25171).

# LADS LOSE, BUT WIN OVER DALLAS

THE NAVY Youth soccer team qualified for the final stages of the international Dallas Cup youth tournament in Dallas, Texas, but were beaten 5-1 in the quarter-finals by the eventual winners of the trophy, the Canadian National League select team.

The Navy lads drew two Dallas sides and a team from California in their pool, drawing 1-1 with the Dallas Kicks through an AB Hudson (HMS Plymouth) goal. APP Barlowe (Caledonia) and STD Kennedy (Battaxe) twice put them in the lead against Nomads of California before the Nomads equalised in the final minute.

In their pool decider, the Navy beat Dallas Arsenal with another Hudson goal. APP Sindair (Caledonia) scored the Navy's consolation goal in their heavy defeat by the Canadians.

Teams from Trinidad, Uruguay and Mexico

ensured that the standard of play was high, and the Navy players, whose tour was supported by various welfare funds, learned much from the experience.

Manager, Lieut.-Cdr. Mike Kimber has received a glowing tribute to his players from Flame Soccer Club, organisers of the tournament. A letter from the club says the Navy lads made a tremendous impression on everyone whose paths they crossed in Dallas, and invites the RN Youth team back to the 1985 tournament as guests of the Flame club.





# CLYDE SET FOR BIG PUSH

**NEW PLANS** for development of the Clyde submarine base to accommodate the Royal Navy's growing underwater force, including Trident boats, have been outlined to local authorities in Scotland.



Fastlane base and the Coulpout depot are due to be much enlarged over the next decade in a £350-million construction programme.

At Faslane the plans include more submarine berths, a ship lift (40 metres high and 185m x 50m), and new berths for surface ships. There will also be new training facilities.

It was explained that even excluding the Trident submarines, expansion of Faslane would be needed to support the additional fleet submarines coming into service, and the new class of diesel-electric submarines.

## Road work

Much of the extension at Faslane will be on a site north of the present establishment and formerly used as a shipbreaking yard. Considerable road work in the area will be involved as part of the project.

The total of 3,300 RN and RM personnel at present at the base is due to increase by 800 in ten years' time when Polaris and Trident will be overlapping. Then, the figure is expected to drop to about 200 at peak and then to reduce to present levels. It is expected that up to 1500 additional construction jobs will be available by the peak of the building programme in 1988.

## OLYMPIC TRIUMPH

AB Brian Schumacher breaks into a smile of triumph as he receives the verdict at the end of his ABA national middleweight contest in Wembley Arena on May 4. Schumacher's win earned him a place in the British Olympic team. Also bound for Los Angeles is modern pentathlete LPT Jim Nowak of HMS Dryad. (Full story in Page 47 — main edition).

## Home truths

OPPORTUNITIES and rights of Service personnel in the field of housing are outlined in a new booklet now being widely distributed.

Aim of 'Housing — a guide for Servicemen and Servicewomen' is to ensure that everyone is aware of changes which have been made.

There are items on house-purchase savings schemes, the RN Long Service advance of pay scheme, the discount sale of surplus married quarters, and non-Service purchase schemes. Information is provided on the rules when Service personnel let their homes, and for those who wish to rent property on leaving the Service.

The guide is due to be distributed to ships and establishments over the next few weeks.

## Crews sought for world race

CREWS are wanted for the Joint Services entry in the 1985-86 Whitbread Round the World Yacht Race, due to start from Southsea on September 28 next year.

A new 58ft, cutter-rigger aluminium yacht is to be built specifically for the race. It was originally designed for the 1980 Whitbread cup, but was shelved when the Joint Service entry became a victim of defence economies.

It is intended that the new boat will be the prototype of a replacement for the Nicholson 55s used by the Joint Service Sailing Centre at Horner, Gosport.

Volunteers for the crew

should contact the Joint Service Project Team in HMS Excellent on ext. 25157 or Portsmouth 662770. Those chosen will be on duty for adventurous training, and may be required to make a contribution from their pay of up to 25 per cent while actually involved in the race.

## BIG CHANCE

In 1973 and 1978 the JSSC yacht Adventure performed superbly in the first two Whitbread races. The new yacht, backed by considerable Service expertise and enthusiasm, should have an excellent chance of finishing the fourth Round the World race in the prizes.

## STAND BY

From front page  
News is also awaited of any plans for different arrangements in the Royal dockyard, with the structure of the yards again being reviewed.  
Besides studies being conducted within MOD, advice is being taken from business consultants.

© White Paper details in page 16



QUILT picture of HMS Falmouth, which had met up with HMS Glasgow and RFA Argus, sailing the waters south of Muscat. First evolution was to go alongside the stationary tanker to offload 17 drums of oil picked up on the way east — replenishment at sea works both ways, says the Falmouth. During the resupply from UK 60 members of the ship's company of the frigate had enjoyed an overnight visit to Cairo and the Pyramids.

## Facing the firing squad

THE 22-year-old County-class guided missile destroyer HMS Devonshire is due to meet her fate as a target ship. Guided weapons systems will be used in her destruction.

No date or location has been disclosed, although reports have said it will be in the Atlantic and that torpedoes and guns will probably be used.

The 6,000-ton Devonshire paid off several years ago and at one time there were plans for her to be sold to Egypt. Now she will provide evidence of the destructive capacity of modern weaponry, and will test the ability of that class of ship to absorb punishment.



## OUCH! WHAT A CLANGER!

DAVID (Ding'Em) Ringham made little headway when he tested his bounce against the ship's bell in making an unfortunately unillustrious exit from church service at sea.

In the aircraft carrier, on exercise in the Mediterranean, the petty officer had dutifully attended service on the quarter deck and was about to make a discreet departure behind the congregation before the start of Holy Communion.

But his exit became less discreet when his head collided with the bell with a resounding clang.

Bleeding profusely and doubtless with head ringing, the wounded PO was led off to the sick bay for attention.

But PO Ringham (that's his name — honestly) was soon back in ding-dong form. And anyone who reckons that a tomato sauce on his face is likely to be told off!

## Business as usual for Gulf ships

ROYAL NAVY ships continued to patrol in the Gulf of Oman and Arabian Sea as the situation worsened in the Iraqi war.

## D-DAY

From front page

Last Post at a remembrance service at Bayeux was being sounded by the Buglers of the Royal Marines School of Music. The School was also providing the band at Arramanches to lead the standard bearers of the Royal British Legion, Royal Naval Association, and other veterans' groups.

Following a royal visit to the D-Day Museum at Arramanches, there was to be a flypast by historic aircraft of the Royal Navy and RAF.

There were plans for the Fleet to be stationed offshore at Utah and Arramanches with other warships from many nations, including the giant aircraft carrier USS Eisenhower. Thirty men from the British ship were to be flown ashore to take part in street-lighting ceremonies.

## FREE TRANSPORT

It was estimated that 50,000 ex-Servicemen from the Allied nations would be present for the celebrations, among them 370 British veterans who were granted free transport by the Ministry of Defence. Similar facilities were granted to 50 war widows.

Meanwhile at Portsmouth, 1,200 men and women with four military bands were parading to the Guildhall, where the salute was to be taken by the D-Day veteran Admiral Sir Desmond Cassid, Commander-in-Chief Naval Home Command.

Contingents included those from the Royal Navy and RNA as well as the Royal Marines Band of CINCNAVHOME. In the evening the band and the Royal Naval Display Team were due to take part in a tri-Service show at Southsea Common.

## Anniversary cover plan

SPECIAL commemorative postal covers to mark the fortieth anniversary of D-Day, and bearing colour illustrations of Southwick House and invasion maps, have been produced by HMS Dryad.

The envelope contains a colour illustration of the famous Wall Map used to plan the landings. Each cover is accompanied by a special June 6 Portsmouth handstamp, is £1. A limited edition of 10,000 covers of Dryad — Capt. J. C. K. Slater — costs £2.

Covers will be made payable to The Wardroom Mess Manager, HMS Dryad, and forwarded to the Palestine Officer, HMS Dryad, Southwick. All profits go to naval charities.

## What a cracker JACK

- At long last... the collected wit of the Royal Navy's favourite cartoon character. You're in for a bumper laugh with this superb 96-page book of the best of Jack cartoons to appear in Navy News.
- Make it the Service with a smile! Only £1.50 including p&p. Available from the Business Manager, Navy News, HMS Nelson, Portsmouth, PO1 3HH
- A donation from profits will go to King George's Fund for Sailors.

FOREWORD BY HIS ROYAL HIGHNESS THE PRINCE OF WALES